AGENDA ITEM SUMMARY

DATE: 08/19/2010 **DEPARTMENT:** Admin/Public Works **DH SIGNATURE:**

SUBJECT:
U.S. Department of Transportation
Transportation Investment Generating Economic Recovery II (TIGER II) Grant Program
Grant Application for the *Woodside Boulevard Complete Streets Initiative*

AUTHORITY: ☐ ID Code _____ ☐ IAR _____ ☐ City Ordinance/Code
(IFAPPLICABLE)

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

The grant team has prepared an application to the US Dept. of Transportation to make transportation system improvements on Woodside Boulevard. The improvements, which would be carried out using Complete Streets criteria, involve resurfacing the 35-year-old 2.44 mile street, adding sidewalks, bike lanes, bus shelters and bike parking, installing a roundabout at the intersection of Woodside Boulevard and Fox Acres Road, and installing a signal at the south terminus of Woodside Boulevard at State Highway 75.

The project will enhance connectivity, improve safety and benefit a large number of Hailey residents. Project supporters include Mountain Rides, the Blaine County School District, the Idaho Transportation Department, Blaine County, the College of Southern Idaho, the Blaine County Recreation District and La Alianza.

The grant request is $3,500,000. Hailey's contribution is $800,000 from the capital projects budget and $110,000 of staff in-kind labor. The total project budget is $4,410,000.

Due to scheduling constraints, the grant team sought and received pre-approval at the August 9 council meeting to submit the grant application online through grants.gov. The grant team presents the final application here for ratification.

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS: Caselle #_____
Budget Line Item #_____ YTD Line Item Balance $_____
Estimated Hours Spent to Date: Estimated Completion Date:
Staff Contact: Phone #

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IFAPPLICABLE)

___	City Attorney	___	Clerk / Finance Director	___	Engineer	___	Building
___	Library	___	Planning	___	Fire Dept.	___	_____
___	Safety Committee	___	P & Z Commission	___	Police	___	_____
___	Streets	___	Public Works, Parks	___	Mayor	___	_____

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

Motion to ratify submittal of TIGER II grant application, authorizing electronic signature through grants.gov.

ADMINISTRATIVE COMMENTS/APPROVAL:

City Administrator _____ Dept. Head Attend Meeting (circle one) Yes No

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ACTION OF THE CITY COUNCIL:
Date _____
City Clerk _____

FOLLOW-UP:
*Ord./Res./Agmt./Order Originals: *Additional/Exceptional Originals to: _____
Copies (all info.): Copies
Instrument # _____

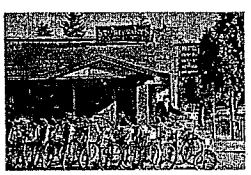
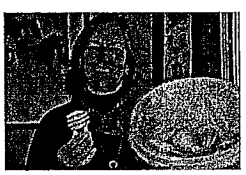
Woodside Boulevard Complete Streets Initiative

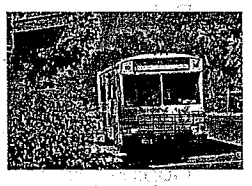
August 23, 2010

Project Type: Multimodal
Location: City of Hailey, Idaho
Setting: Rural
Grant Funding Request: $3,500,000

For more information contact:

- Tom Hellen, PE
  (208) 788-4221, ext. 14
  tom.hellen@haileycityhall.org

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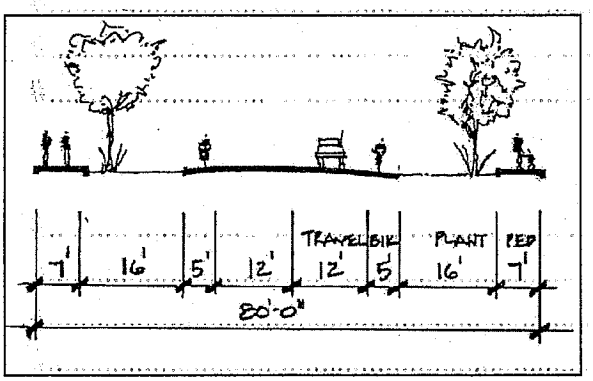
A. Project Description

Project Summary

The *Woodside Boulevard Complete Streets Initiative* is a multimodal project that will resurface a 35-year-old, 2.44 mile collector street, add sidewalks, bike lanes, bus shelters, bike parking and a landscape buffer zone, and install a roundabout at a congested and unsafe intersection and a signal light at a second congested and unsafe intersection. The project location with its connections to existing transportation infrastructure is included on page two. The baseline design concept for Woodside Boulevard is shown below.



The Woodside Boulevard Complete Streets Initiative will have the following major benefits:

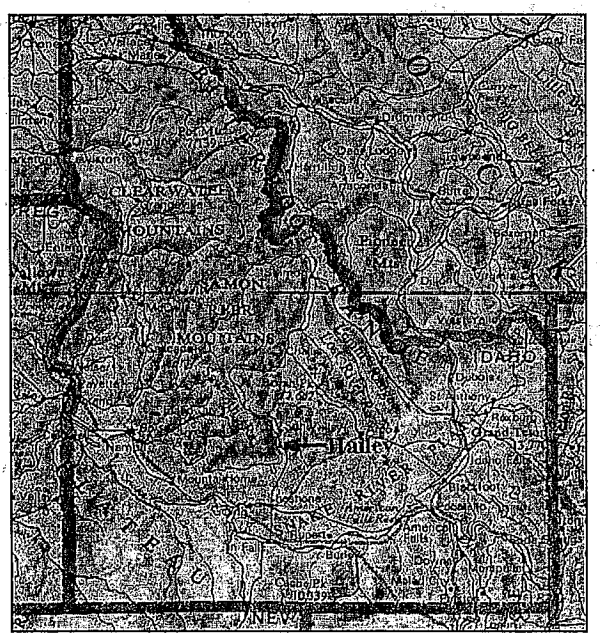
- Boosts the local economy
- Fosters a strong workforce
- Provides more transportation choices and improves access and connectivity
- Reduces greenhouse gas emissions
- Improves safety for pedestrians, bicyclists, motorists and transit users
- Eases congestion and increases roadway capacity
- Encourages a healthy, active lifestyle
- Fosters better integration of land use and transportation

Introduction to Hailey, Idaho

Hailey is a western resort town located in south central Idaho, just 11 miles south of the world famous Sun Valley Ski Resort. The city is surrounded by some of most scenic lands in America, and lies in close proximity to both the Sawtooth National Recreation Area and Craters of the Moon National Monument.

Hailey's economy and livability rely on preservation of the natural environment, and preservation of Hailey's unique place in that environment, as these features draw tourists, attract new residents and assist in retaining existing residents.

The Sawtooth Scenic Byway (State Highway 75) runs right through town, where it becomes Main Street. Hailey is an officially designated Bicycle Friendly Community, Tree City USA, Preserve America Community and Idaho Heritage City with a strong focus on historic preservation and sustainability. City leaders consistently support legislation, policies and activities that improve sustainability and livability, protecting the quality of life in this remarkable western place.



Transportation Planning and Hailey's Complete Streets Initiative

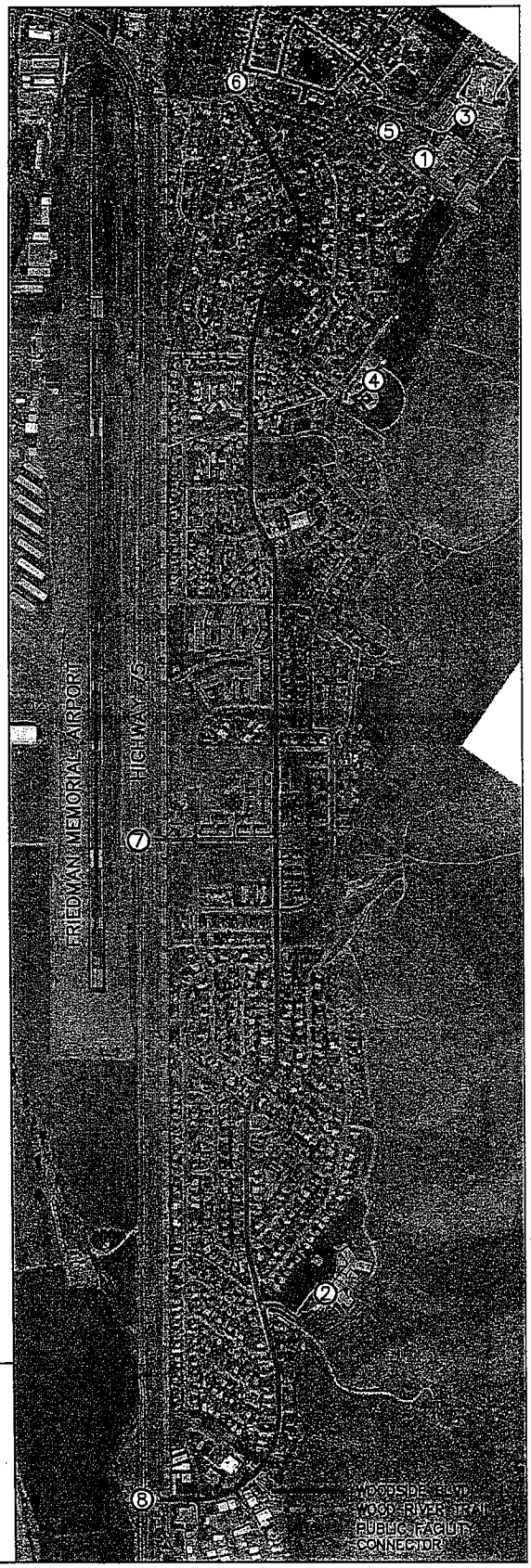
Among its many livability and sustainability initiatives, in December, 2008, Hailey formed a Complete Streets committee to formulate a Complete Streets policy for the city. Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Complete Streets criteria will be used on the *Woodside Boulevard Complete Streets Initiative,* and the project will be a high quality example for Complete Streets throughout the city.

In 2007, Hailey completed its Transportation Master Plan. In this plan, Woodside Boulevard is listed as the number one priority street reconstruction project in the city. In a citizen satisfaction survey completed in 2009, upgrading Woodside Boulevard was the top pick by citizens for residential street improvement. And in the current Hailey Capital Improvement Plan, Woodside Boulevard and River Street (a downtown street) are listed as the highest priority street projects in the city.

Introduction to the Woodside Subdivision

Woodside is the largest and most densely populated subdivision in Blaine County, with 3,500 residents – about 45% of Hailey's population. Woodside also houses the largest concentration of Hailey's 15% Latino population, a demographic which relies greatly on bicycle, pedestrian and public transit amenities as a means to access the area's work opportunities.



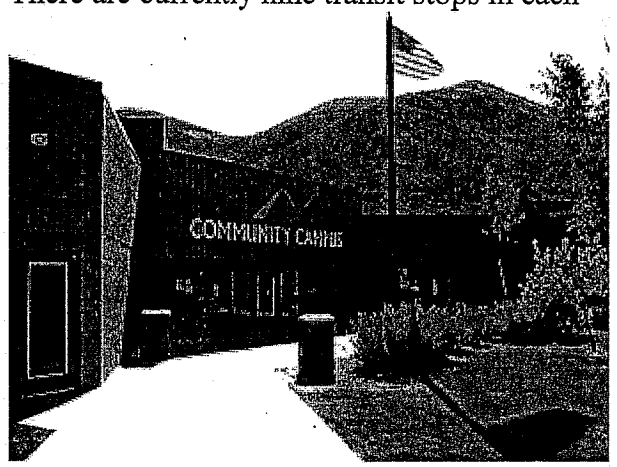
Legend

① Community Campus
② Woodside Elementary
③ Wood River High Sch.
④ Founder's Fields
⑤ Aquatic Center
⑥ New Roundabout
⑦ Existing Signal
⑧ New Signal

Woodside Boulevard runs the length of the subdivision – the primary route connecting Woodside neighborhoods to downtown, State Highway 75 (at the street's north and south ends) and numerous public facilities, including:

- The Community Campus, a shared facility including:
  - → College of Southern Idaho
  - → Blaine County Recreation District
  - → Idaho Dept. of Health & Welfare
  - → Head Start
  - → Wood River Technical Academy
  - → La Alianza Multicultural Center
  - → Silver Creek Alternative School
- Wood River High School
- Woodside Elementary School
- Founder's Field (multi-use sports fields)
- The Blaine County Aquatic Center
- The Wood River Trail (multi-use paved pathway)

There are currently nine transit stops in each



direction along Woodside Boulevard's 2.44 mile length of which only one has a pull-out lane and shelter. There are two types of transit service: a regional bus service that transports riders from Woodside to points throughout Blaine County, and a local Hailey circulator bus, with stops throughout Hailey.

Challenge 1 – Providing adequate infrastructure to keep pace with 15 years of robust growth, followed by a sustained economic downturn.

Throughout the west, resort cities and the cities near them are struggling to manage the impact of relentless growth and development pressure. Hailey is no exception to this trend. According to the Idaho Transportation Dept., between the years 1990 and 2008, Hailey saw an astounding 40% increase in auto traffic. This data mirrors Hailey's population explosion during those same years. According to the U.S. Census Bureau, in 1990, the population here was 3,687. By 2000, it was 6,200. Hailey's population is currently estimated at 8,000 people, and the Hailey Transportation Master Plan projects the city will grow by 50% in the next ten years. While this certainly means a large increase in auto use on city streets, Hailey has also seen a commensurate increase in bicycle, pedestrian and public transit traffic.

In 1990, there were few sidewalks in Hailey, with the best sidewalk system located downtown and completed under an LID from 1991 to 1996. Beginning in [redacted], new subdivisions were required to install sidewalks. Woodside, which is also one of Hailey's oldest subdivisions, was largely built with no sidewalk amenities in its neighborhoods; only the newer pockets of development have sidewalks.

City coffers have struggled to keep pace with development; public infrastructure improvements are needed in all service areas, and not all priorities can be met with existing funds. In the current economic environment, the lack of infrastructure funding has become acute. For years, Hailey could rely on revenue generated by building permits, annexations, subdivision developments and state highway and sales taxes as a source for new or improved public infrastructure. With development-related work as the largest

economic driver (followed closely by tourism), Hailey has been hard hit by the downturn of the last two years. Unemployment was low during the boom years, averaging 4% from 1990-2008; for January 2009 through June 2010 unemployment has averaged 8.34%. With fall and winter just around the corner (traditionally the slower economic time here), and the sluggish national economy, no improvement is expected in the near term.

In a citizen satisfaction survey completed in 2009, upgrading Woodside Boulevard was the top pick by citizens for residential street improvement.

Property values have also decreased. According to the Blaine County Assessors Office, there was an average countywide property value decline of 4% from 2008 to 2009, and an 11% decline from 2009 to 2010. In a few spots in the county, no decline occurred, while in others as much as a 30% decline was reported. One of the hardest hit areas is the South Woodside subdivision.

Challenge 2 – Poor connectivity of Woodside neighborhoods to public facilities, State Highway 75, downtown and transit service.

Woodside Boulevard is one of the busiest streets in the city, with over 6,000 vehicles per day.

When people choose to walk or ride a bike on Woodside Boulevard, they must do so in the street, along with vehicle traffic. Many of these people are children or the elderly who are unable to drive. Woodside Boulevard is a primary conduit from Woodside neighborhoods to four educational facilities, the state health and welfare office, ball fields, the public pool and the Wood River Trail. Woodside Boulevard is also the main artery for access from Woodside neighborhoods to State Highway 75 and Hailey's downtown, which harbors 90% of the city's retail, grocery, professional, entertainment and other goods and services.

The poor connectivity in the Woodside Subdivision results in the following:

- Creates a safety hazard for pedestrians, bicyclists, transit users and motorists.
- Affects attendance at educational, training and enrichment courses at the College of Southern Idaho and the Community Campus, particularly by the Latino and elderly populations in Woodside.
- Affects ease of access to Idaho Department of Health & Welfare services.
- Affects ease of access to transit services used to commute to and from work, or used to access other in-town and out-of-town points.

Challenge 3 – Congestion at Woodside Boulevard north and south end points.

The south end of Woodside Boulevard terminates at State Highway 75, where there is currently no traffic signal. With the substantial traffic increases realized over the last 15 years, accessing the highway at this southern terminus can be quite hazardous, particularly if a motorist must turn left onto the highway at peak traffic times. This intersection has been the site of numerous automobile accidents resulting in serious injuries. The increased traffic in Hailey has led to increased motorist impatience, which further exacerbates the problem. The recent addition of an elementary school in south Woodside has increased the traffic at this intersection still further.

At its north end, Woodside Boulevard terminates at Fox Acres Road, the primary road leading to the Community Campus (College of Southern Idaho, Blaine County Recreation District, Idaho Health & Welfare, Head Start, Wood River Technical Academy, La Alianza, Silver Creek Alternative School), Wood River High School and the Blaine County Aquatic Center. This three-way stop is one of the busiest intersections in town, and during peak traffic periods experiences significant congestion, combined with impatient motorists. Not only does this create unsafe conditions, it increases travel times, thus using more fuel and generating more greenhouse gases than necessary.

The congestion at the north and south end points of Woodside Boulevard results in the following:

- Hazardous conditions at both endpoints of the boulevard.
- Increased use of fuel and increased generation of greenhouse gases.
- Increased travel time for all road users.

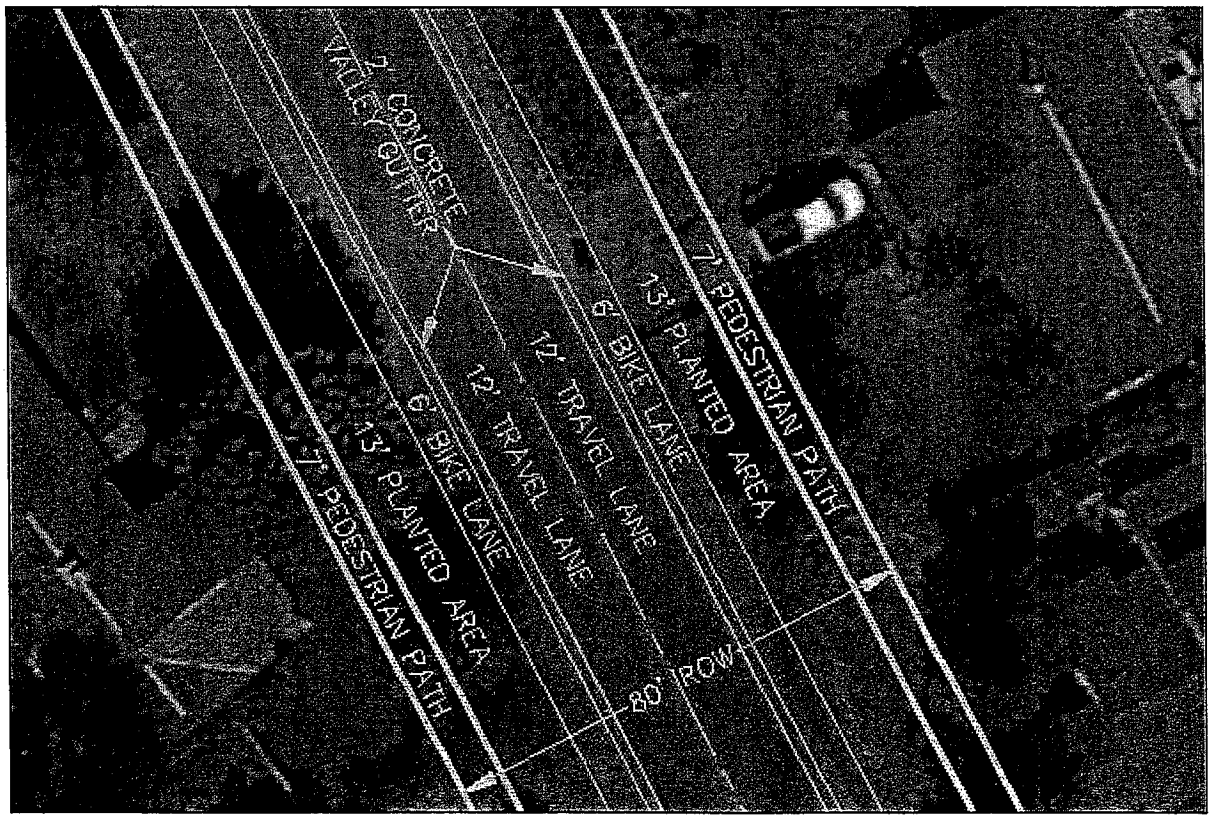
How the Project Addresses the Challenges

The *Woodside Boulevard Complete Streets Initiative* addresses the challenges by bringing to bear all the benefits that Complete Streets have to offer. Complete Streets make economic and fiscal sense, improve safety, encourage more walking and bicycling, address climate change and oil dependence, foster livable communities, help ease transportation woes (capacity and congestion), help children and are good for air quality.

Specifically, the *Woodside Boulevard Complete Streets Initiative* addresses the challenges above in the following ways:

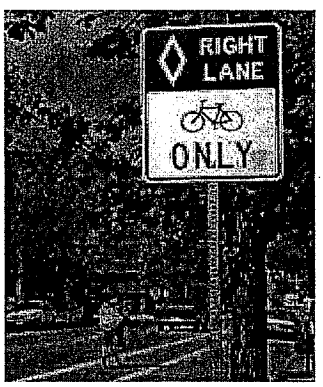
- The project will boost the economy by increasing property values, as generally homeowners are willing to pay more to live in walkable communities.
- The project fosters a strong workforce by providing connectivity to transit service, retail/commercial centers and educational opportunities. The College of Southern Idaho reports that transportation is a challenge for many wishing to access its curriculum, including its English as a Second Language class and classes geared towards seniors.

- The project improves transportation options and safety for children, seniors and the community at large. Sidewalks and bike lanes that connect to transit services are a key to providing safe options for seniors and children to access schools and public services. Research shows that half of all non-drivers 65 and over stay home on a given day because they lack transportation.
- The project supports education of the workforce. The College of Southern Idaho provides not only a college curriculum, but also technical training, apprenticeship programs and enrichment courses. The college reports that the vast majority of its 1,000-student per semester enrollment has a job goal. The connectivity achieved by this project improves access to this important educational resource in a rural area.
- The project provides good design for public transit with new pullouts, shelters and bike parking, which will improve access to transit services, reduce transit times and encourage more people to use public transit.
- The project will reduce greenhouse gas emissions by easing congestion at key intersections and encouraging walking, bicycling and public transit as alternative modes of transportation. The project will make it possible for Hailey citizens to drive less. (Surveys have found that a lack of sidewalks and safe places to bike are a primary reason people give when asked why they don't walk or bicycle more.)
- The project greatly improves pedestrian and bicyclist safety. By designing the project as a Complete Street, with features like sidewalks, better bus stop



placement, traffic-calming measures, and bike lanes, safety is improved for all users. Bicyclist safety studies have found that the addition of well-designed bicycle-specific infrastructure reduces injury and crash risk; on-road bicycle lanes reduced these rates by about 50%.

- The project eases congestion by providing amenities for pedestrians, bicyclists and transit users, and by providing a new signal at a busy intersection and a traffic calming measure at another busy intersection. All of these strategies increase the capacity of the roadway, easing congestion and mitigating the need for roadway expansion. Boulder, Colorado, has achieved 20 years of consistent investment in a multimodal system and a network of Complete Streets. As a result, since 1990, use of single-occupancy vehicles in work commutes has declined 13.9%, the number of people walking to work is three times the national average, and the bicycle commuting share is 18 times the national average.



A Complete Street in Boulder, CO

- The project improves the level of service for pedestrians and bicyclists. Hailey used the League of Illinois Bicylists' *Level of Service Measures and Calculators* tool to measure the increase in LOS. The project, as planned, takes Woodside Boulevard from a 3.68 (or D grade) for bicyclists and a 3.35 (or C grade) for pedestrians, to an A in both categories, making Woodside Boulevard extremely compatible for pedestrian and bicyclist use. Please refer to Appendix C for more information.
- The project strongly embodies livability principles. Designing the project as a Complete Street ensures that the roadway may be used safely by everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. The project encourages a healthy, active lifestyle, promotes safety for children, allows everyone (particularly people with disabilities or older adults) to get out and stay connected to the community, fosters better integration of land use and transportation, and reduces carbon emissions.

A Complete Streets intersection in Charlotte, NC

B. Project Parties

The *Woodside Boulevard Complete Streets Initiative* would not be possible without the support and involvement of the project parties included in this section. Letters of support are included in Appendix B. The project involvement of each party is shown below:

City of Hailey

- Project management and grant administration.
- Active leadership and participation in all project tasks.

Mountain Rides Transportation Authority

- New or improved bus shelters and associated bike parking facilities.
- Transit route modifications.
- Input to roadway design at transit stops.
- Marketing and outreach.

Blaine County School District

- Outreach to Woodside Elementary (south Woodside) and Wood River High School (north Woodside) students regarding the project.

College of Southern Idaho

- Outreach to students.

La Alianza Multicultural Center

- Outreach to the Woodside Latino community.

Idaho Transportation Department

- South Woodside traffic signal.

Blaine County

- Support of south Woodside signal installation (signal is located in county).

Blaine County Recreation District

- Planning for connections/signage to Wood River Trail.
- Outreach to Wood River Trail and Blaine County Aquatic Center users.

Woodside residents request the city council to implement better traffic management or design on Woodside Boulevard after a dog was killed by an automobile. A petition with 106 signatures was submitted by area residents. A neighborhood meeting was held in early June to discuss low-cost, temporary solutions until funding for a redesigned street could be constructed.

City Council Meeting
May 12, 2008

C. Grant Funds and Sources / Uses of Project Funds

The City of Hailey respectfully requests $3,500,000 for the *Woodside Boulevard Complete Streets Initiative* project. These funds will be used for construction, engineering, outreach meetings and construction administration. Recognizing the importance of this project, Hailey has proceeded with the expenditure of its own funds to begin the preliminary engineering and neighborhood information meetings that are a part of the city's capital projects procedures. Hailey completed its Transportation Master Plan in November, 2007 identifying Woodside Boulevard as having 4 – 5 years of remaining life. With that assessment, plans were begun to include this project in an overall Capital Improvements Bond. However, with the change in the economic climate nationwide, and particularly in Blaine County, this plan was postponed and the city began searching for alternative financing methods. A portion of these efforts has resulted in receiving a Safe Routes to School project to add sidewalks in the area of Woodside Elementary School. Neither the Transportation Master Plan nor the Safe Routes to School project are included in matching funds. Hailey is committing $800,000 of its Capital Fund to this project – 18% of the project budget. This is 31% of the Capital Fund assets, a substantial investment representing the significance and need for this project to the City of Hailey.

Woodside Boulevard Complete Streets Initiative Project

Funding Source	Amount	Percent Share
TIGER II Grant Request	$3,500,000	79.4%
City of Hailey Capital Fund	800,000	18.1%
City of Hailey In-Kind Labor	110,000	2.5%
Total	**$4,410,000**	**100%**

Use of TIGER II & City of Hailey Funds – Woodside Complete Streets Initiative

Description	City Funds	TIGER II Funds
Administration & Environmental Documents		
City Engineering & Grant Admin. (in-kind)	$ 50,000	$ 0
Environmental Assessment	25,000	0
North Woodside Boulevard & Roundabout		
Construction	250,000	1,500,000
Engineering Consultant	100,000	150,000
Construction Administration (in-kind)	25,000	0
Traffic Signal		
Construction	50,000	200,000
Engineering Consultant	25,000	0
Construction Administration (in-kind)	10,000	0
South Woodside Boulevard		
Construction	250,000	1,500,000
Engineering Consultant	100,000	150,000
Construction Administration (in-kind)	25,000	0
Total	**$ 910,000**	**$3,500,000**

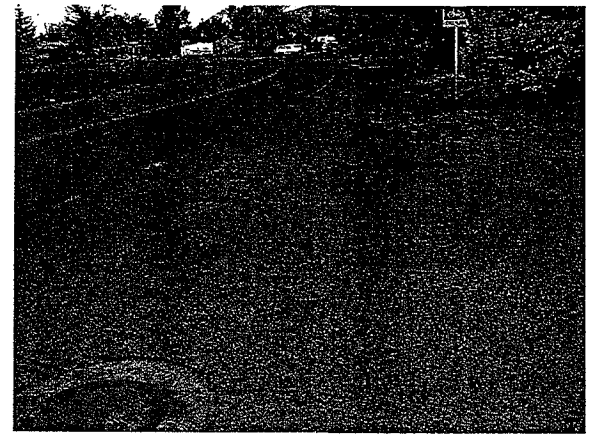
D. Selection Criteria

1. Long-Term Outcomes

a. State of Good Repair

Woodside Boulevard was originally constructed between 1974 and 1978 by the developer of the subdivision. Design and construction standards at that time did not address the long term needs of this street as the main collector of the Woodside subdivision. Traffic on the boulevard now reaches over 6,000 vehicles per day with peak hour traffic of over 750 vehicles. In addition, a misconception that the alluvial soil of Hailey would allow for fewer drainage structures has lead to further deterioration of the infrastructure. A city-wide survey in 2006 of street conditions using the Transportation Asset Management System software (TAMS) showed that Woodside Boulevard had a 4-5 year remaining life.

Hailey has embarked upon a revision of its standard street design to embrace the Complete Streets concepts which would be applied to this project. The current infrastructure has minimal areas with sidewalks, virtually no ADA facilities and an inadequate bike lane width. Areas of spot repair have shown that the original installation often used inadequate base material which has led to accelerated deterioration.



The new design will take into account the long-term maintenance of a new street. Examples of design practices to be included are the use of a 2' wide concrete strip along the street edge to prevent the unraveling of asphalt due to plant intrusion and vehicle travel off the asphalt; improved and increased drainage structures to prevent damage from water intrusion especially during the spring melting of snowpack; installation of bus pullouts with shelters and bike parking to encourage increased use of public transit; and hiring an independent inspection firm to assure the construction follows strict standards.

The *Woodside Boulevard Complete Streets Initiative* is designed to:

- Ensure that Woodside Boulevard will accommodate increasing traffic volumes.
- Strengthen alternative transportation modes to reduce traffic congestion, including bike, pedestrian and public transit.
- Improve the quality of life for the residents of the Woodside subdivision.

b. Economic Competitiveness

With the recent economic downturn the tourism and construction markets have declined significantly in Hailey. New home construction of 80 – 100 single family homes per year has decreased to less than 10 per year. Hailey has traditionally been well below the national unemployment averages but has

now crept up to just below the national average. Additionally, home values have declined by 4% from 2008 to 2009 and 11% from 2009 to 2010, according to the Blaine County Assessor.

The *Woodside Boulevard Complete Streets Initiative* will measurably contribute to an increased desirability of the Woodside subdivision as a place to live as the improvements are put in place. Studies have shown an 8 to 12 % increase in home values where sidewalks and alternative transportation means are located within ½ mile compared to areas without these amenities. The Woodside subdivision presently has over 200 lots available for development which would increase in desirability with an improved Woodside Boulevard. Hailey's Cost Benefit Analysis (Appendix A) shows an 8% property value increase at 2% per year for 4 years, for an economic benefit of $5,518,000.

Hailey's Cost Benefit Analysis shows an 8% property value increase at 2% per year for 4 years – a $5,518,000 benefit.

In addition, there is available business and light industrial zoned property (in the form of vacant buildings and available land) at the south end of Woodside Boulevard. As a part of this project a traffic signal is proposed at the intersection of Woodside Boulevard and State Highway 75 to improve the safety of this intersection along with the Level of Service (LOS) as noted in the Idaho Transportation Department Highway 75 EIS. An improved LOS has the potential to encourage businesses to locate or build in this area, especially light industrial which relies on larger semi-trucks for supplies and delivery.

This same traffic signal brings a significant time savings to vehicular traffic. Hailey's Cost Benefit Analysis (Appendix A) shows that the decreased delays achieved by installing this signal come to 44,151 hours per year at a value of $320,096 per year.

The project saves 44,151 hours of driver time per year, a value of $320,096 per year.

The most direct long-term economic benefits of the Woodside Boulevard project are the increased value of new, updated and adjacent properties. In addition, the small resort towns of the Intermountain West depend on the following characteristics to remain economically competitive:

- The quality of the community including the infrastructure, parks, attractiveness, amenities and an identity.
- The quality of the workforce and assuring adequate training is available from schools.
- The quality of the surrounding environment to attract both people and businesses.

The *Woodside Boulevard Complete Streets Initiative* addresses each of these needs by the following:

- Improving bike and pedestrian access on Woodside Boulevard will encourage people to make better use of the existing Wood River Trail multi-use path along the western boundary of the Woodside subdivision; and encourage greater use of the Toe of the Hill Trail (wilderness type trail) along the base of the mountains on the eastern boundary of the subdivision.
- Partnerships with Mountain Rides providing a free local circulator bus, La Alianza assisting with outreach to the Latino community and the satellite campus of the College of Southern Idaho in responding to additional education

needs will encourage increased use of continuing education opportunities.

- The City of Hailey is blessed with access to the nearby Sawtooth National Recreation Area and the Sun Valley Ski Resort which have long served as draws for both residents and businesses.

c. Livability

Livable, sustainable communities like Hailey can begin to build the foundation of a new green economy in the west. Hailey is both a western resort town, just 11 miles south of the world famous Sun Valley Resort, and a family and working class town. The city is known throughout the region for its consistent focus on creating a livable and sustainable community.

Livability is a key principle of the city's Comprehensive Plan and is evident in the city's Downtown Revitalization Strategy. Hailey is one of six cities in Idaho to adopt a percent for art program; city leaders recognize the value of the arts in creating livable spaces. The city's Complete Streets program is one more piece of Hailey's comprehensive planning geared towards assuring a continued quality of life for those who live here. Using Complete Streets principles will enhance livability for all residents.

In a citizen satisfaction survey conducted in 2009, upgrading Woodside Boulevard was ranked 4th on a list of 13 proposed street improvement projects. (Interestingly, "missing sidewalk connections" was ranked first, "sidewalks citywide" was ranked second, and River Street – a downtown street – was ranked third.) Woodside Boulevard, in the county's largest subdivision, is the top pick by citizens for residential street improvement.

The project's primary livability goal is to:

- Provide more transportation choices for Woodside's 3,500 residents – nearly half of Hailey's population – in the form of pedestrian, bicycle and public transit amenities.

This primary goal is in line with the first livability principle of the DOT-HUD-EPA Partnership for Sustainable Communities. Benefits of achieving this livability goal are decreased household transportation costs, reduced dependence on foreign oil, improved air quality, reduced greenhouse gas emissions and improved public health.

Residents are 65% more likely to walk in a neighborhood with sidewalks.

The *Woodside Boulevard Complete Streets Initiative* strongly meets two additional livability principles of the DOT-HUD-EPA partnership: enhance economic competitiveness and value communities and neighborhoods. Economic competitiveness is enhanced through improved access to downtown retail/commercial centers and educational opportunities for the workforce. The project demonstrates that the city values its Woodside neighborhoods by investing in healthy, safe, walkable and bikeable transportation choices.

Woodside's 3,500 residents include the largest concentration of Hailey's 15% Latino population, a demographic which relies greatly on bicycle, pedestrian and public transit amenities as a means to access the area's work opportunities. The project improves accessibility and transport services for this economically disadvantaged group, as well as the numerous senior citizens living in Woodside.

d. Sustainability

Of the five cities that constitute Blaine County, Hailey is recognized as the leader in environmental and sustainability matters. One of the most environmentally progressive cities in the state of Idaho, the city currently has a

strong focus on energy issues. Hailey has work underway on a Local Energy Assurance Plan (the only city in Idaho to receive a grant award from the US Department of Energy for this work) and an Energy Audit & Retrofit Program for residential and commercial buildings. The city is installing a 24.2kW PV solar array and ERV at the wastewater treatment plant, and conducting a Renewable Energy Enterprise Zone study.

Hailey is also: 1) working on a plastic bag source reduction project, made possible by a grant from the US EPA, 2) implementing the Hailey Climate Protection Plan, which aims to reduce greenhouse gases by 15% by 2015, and 3) finalizing code revisions that increase energy efficiency in buildings beyond the International Energy Conservation Code requirements, allow solar and small scale wind power generation on commercial and residential properties, and allow urban agriculture and backyard chickens by-right.

The transportation sector is the fastest growing carbon dioxide source in the U.S. with emission rates rising 2% per year. Modal shifts from driving to walking, bicycling and transit are a key mitigation strategy.

The *Woodside Boulevard Complete Streets Initiative* is expected to have the following impacts:

- Reduction of 285 metric tons of CO2 annually. *
- Reduction of 32,106 gallons of fuel annually. *
- Savings of $96,318 in fuel costs annually. *
- Improvement in water quality protection via improved stormwater drainage facilities and green infrastructure, which mitigates polluted runoff and sedimentation.

* *Please refer to Appendix A, Cost Benefit Analysis, for assumptions and calculations.*

e. Safety

Improved safety is a primary goal of the *Woodside Boulevard Complete Streets Initiative* and will be achieved by correcting the following major safety issues.

The lack of a traffic signal at the intersection of Highway 75 and the south terminus of Woodside Boulevard has led to numerous accidents resulting in serious injuries. Improper use of a turning lane as a merge lane, blocked views and a 55 mph speed limit all contribute to the accidents. The safety hazard is intensified by increased delay times, which lead to unsafe turning movements as drivers are frustrated by the inability to enter the highway. As an alternative, road users also drive over one mile north, along Woodside Boulevard, to a controlled intersection in order to enter the highway safely, an unnecessary use of fuel and time.

Year	Accidents	Injuries
2009	1	0
2007	4	2
2006	2	2
2005	2	1
2004	2	0

While not shown in this table there have been two previous accidents with a total of three fatalities.

With an inadequate bike lane width and a lack of sidewalks, any bike or pedestrian activities are subjected to proceeding within traffic lanes. This is especially dangerous in the

winter when snow levels reduce any possibility of walking within the gravel sides of the street, often in the low light of dusk when returning home from work.

> ***All winter long, pedestrians must walk with vehicular traffic in the street, which is often snow covered or icy.***

The delay and congestion issues contribute to speeding along Woodside Boulevard's entire length. Despite regular police enforcement activities in the Woodside subdivision, incidences of speeding and unsafe driving practices continue along with complaints from residents on Woodside Boulevard. The design will use appropriate traffic calming measures to address these concerns. Examples of possible changes to the design of the street include a roundabout at Woodside Boulevard and Fox Acres Road and possible revisions to street alignment, including chicanes.

> ***Woodside Boulevard resident requests city council to prioritize Woodside Boulevard redesign to increase safety. A motorist had crashed into a residential yard at high speed. The crash was precisely where his daughter walks to her home with his granddaughter every evening.***
>
> *City Council Meeting*
> *November 9, 2009*

2. Job Creation and Economic Stimulus

The *Woodside Boulevard Complete Streets Initiative* will bring a much needed economic boost to Hailey. The average unemployment rate for the last 18 months is 8.34%, with no improvement expected through the fall and winter (the slower economic months here).

The project is planned to begin quickly upon grant fund award, with on-the-ground construction activities commencing by May, 2011, affecting a rapid injection of dollars into the local economy.

The project will provide both short and long term jobs, by project construction, by the transportation cost savings realized by Woodside residents and additional funds generated by increased property values. Those cost savings and property value increases become dollars that can be spent locally, which spurs the economy.

Hailey looked to the Federal Highway Administration (FHWA) in an effort to estimate the employment effects of transportation capital expenditures. The estimate includes direct, supporting, and induced positions, defined as:

Construction oriented employment, including all jobs that are created either by the construction firms that work directly on the project or by the firms that provide direct inputs (paving materials, steel, concrete, etc.) to the construction project. FHWA projects 10.3 jobs per $1,000,000 of highway construction expenditure for this category;

Supporting industries' employment, including jobs in firms that provide inputs to the industries that directly provide materials and equipment used in highway construction. For example, a firm that produces guard rails is counted as 'construction oriented' employment but the firm that provides the sheet steel to make the guard rails is considered part of 'supporting industries' employment. FHWA projects 4.67 jobs per $1,000,000 of highway construction expenditure for this category; and

Induced employment, which includes all of the jobs supported by consumer expenditures

resulting from wages to 'construction oriented' and 'supporting industries' employment. FHWA projects 15.1 jobs per $1,000,000 of highway construction expenditure for this category.

FHWA data states that roughly 30 jobs are created/retained for every million dollars in highway infrastructure investment. Based on this data, the $4.41 million Woodside Boulevard Complete Streets Initiative budget will create/retain 130 jobs, across the categories described above.

Table 1 shows Hailey's estimate of direct on-project jobs created/sustained, as well as supporting industries and induced employment impacts. Table 2 shows the estimated rate of placing project funds into the economy. Please refer to the Project Schedule, included as page ___, for project tasks and associated timelines.

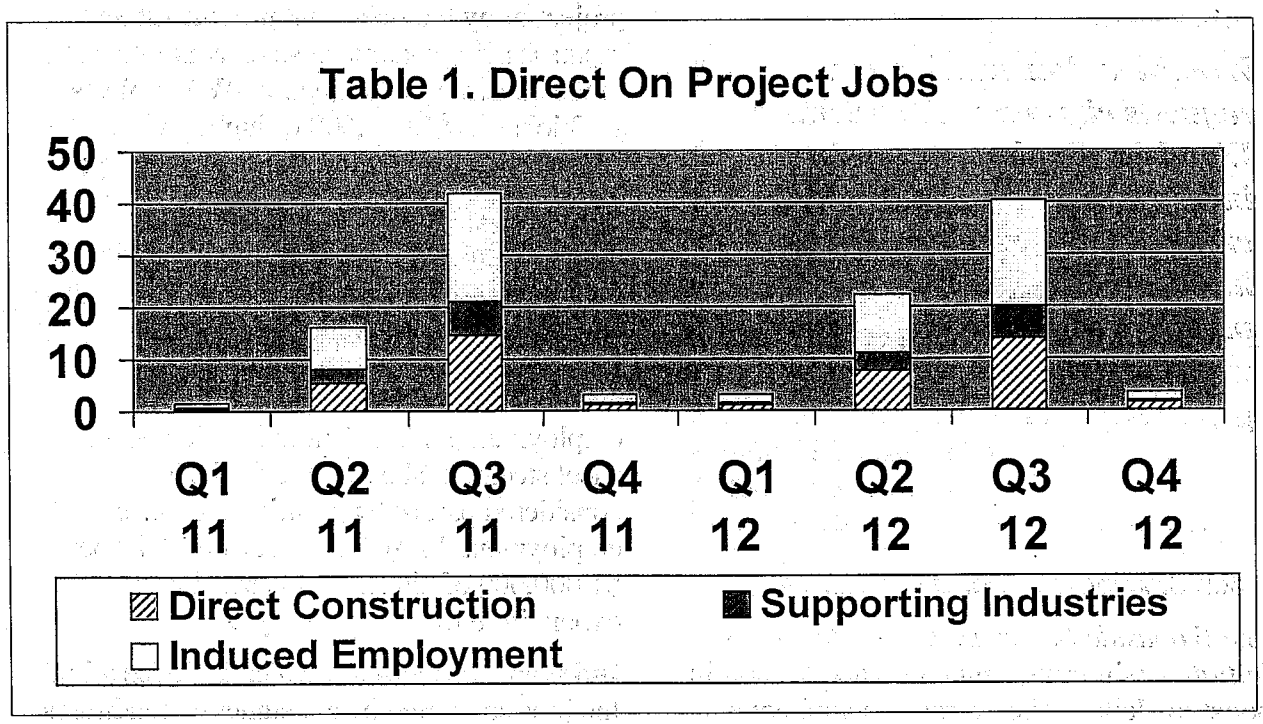
ARRA OMB Guidance Criteria

Apprenticeships: Woodside is Hailey's most affordable neighborhood, housing the largest concentration of low-income workers. Woodside also has the largest concentration of Hailey's 15% Latino population. The project is well-positioned to create long-term job opportunities for this demographic through improved access to apprenticeship training and other education at the College of Southern Idaho campus. In addition, in its procurement process, Hailey will encourage the use of a local apprenticeship program by all bidders.

Disadvantaged Business Enterprises: Hailey will include disadvantaged business enterprises in its procurement process. Hailey has experience in this process on other federal grant projects, most recently with the EPA.

Community-Based Organizations: The College of Southern Idaho and the La Alianza Multicultural Center are important partners on the project.

The college is located near the northern terminus of Woodside Boulevard, and cites transportation as a barrier to attendance. The college has strong apprenticeship and English as a Second Language programs, in addition to the typical college curriculum. The majority



of the college's 1,000 student/semester enrollment has a job goal.

La Alianza will provide outreach to the Latino community regarding the improved modes of transportation and the many opportunities available through the college for improving job skills.

Labor Practices and Compliance

Hailey's procurement and management processes will assure the hiring of contractors/subcontractors with proven performance on labor practices and compliance with federal laws regarding safety and fairness.

Civil Rights and Equal Opportunity

Hailey routinely adheres to project practices that are consistent with America's civil rights and equal opportunity laws, and will do so in carrying out the *Woodside Boulevard Complete Streets Initiative*.

Readiness to Proceed Rapidly

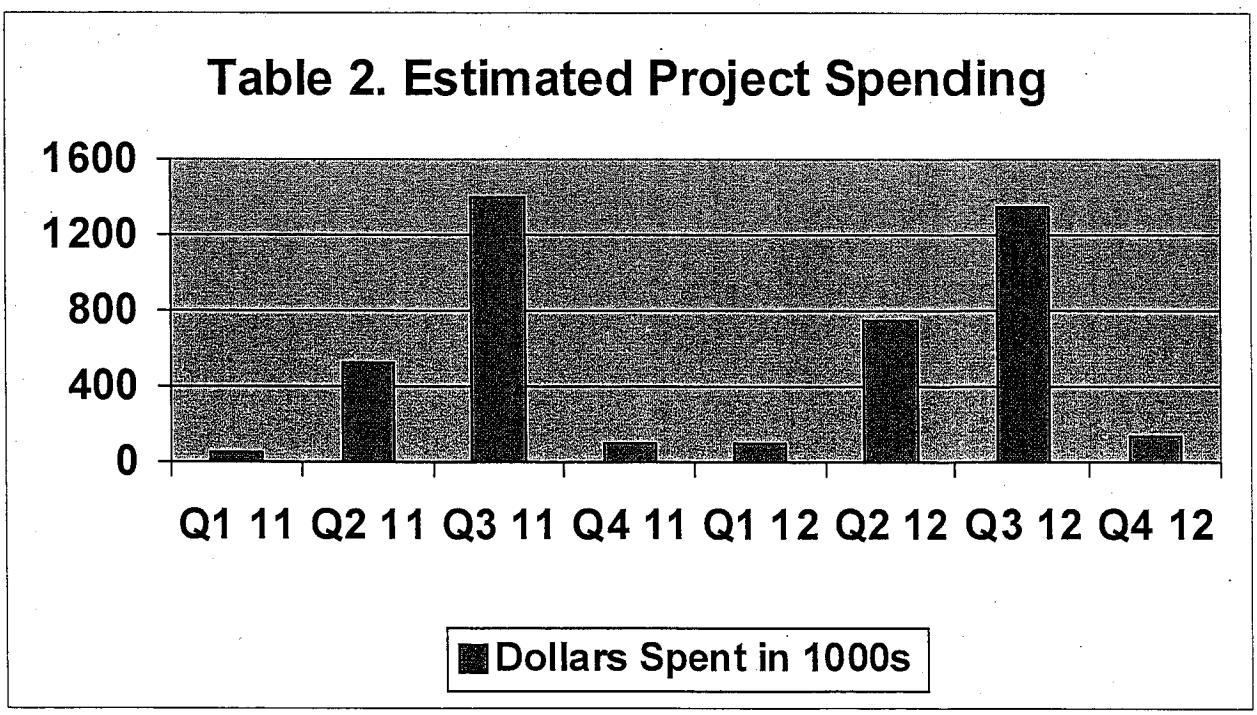
A detailed project schedule is included as page __. Table 1 depicts the direct, on-project jobs and Table 2 shows the steady and expeditious spending of grant funds.

Please refer to page __ for further discussion of project readiness and NEPA requirements.

3. Innovation

The *Woodside Boulevard Complete Streets Initiative* uses innovative and progressive Complete Streets principles to address each of the long-term outcomes outlined by DOT in its NOFA. The project will result in a quality transportation corridor that will be maintained in a state of good repair. Complete Streets principles also enhance the economic competitiveness of the city, improve livability for Woodside residents, achieve key environmental sustainability goals and improve safety for all users of the boulevard.

This innovative, multimodal project will not be possible to complete in the foreseeable future without funding assistance. TIGER II



funding is critical to the project due to the state of the economy, the resulting tight city budget, and the prospect that the project is unlikely to be funded by other sources. The project is of high importance to the residents of Woodside, community organizations that will benefit from the enhanced connectivity, city leadership and staff and would serve as a springboard for future Complete Streets projects in the city, which will then compound the benefits that will be achieved by the *Woodside Boulevard Complete Streets Initiative*.

4. Partnership

The *Woodside Boulevard Complete Streets Initiative* has included numerous partners in this application ranging from community organizations to state agencies. The participation of these partners varies from providing outreach assistance to providing materials and in-kind contributions of labor.

The project provides safe, reliable and economical transportation choices to decrease household transportation costs, reduce the nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

The Blaine County School District, the Blaine County Recreation District, La Alianza and the College of Southern Idaho all use a facility known as the Community Campus for a variety of activities: a technical training academy, after school children's programs, rec district and college offices, Headstart Daycare, aquatic facilities, a bike pump track, college courses leading to Associates Degrees with an attendance of over 1,000 per semester, ESL classes, regional COMPASS college placement testing, etc. A number of these activities directly support the needs of Hailey's Latino and elderly communities, which have cited transportation shortcomings as a barrier to accessing education, training and enrichment programs. La Alianza is directly involved with assisting the Latino community in educational endeavors.

Mountain Rides is the local public transit provider for Blaine County and provides two separate routes on Woodside Boulevard; a commuter bus service that connects Hailey to the Ketchum/Sun Valley area 12 miles north of Hailey and a local Hailey circulator bus providing free bus service within the city of Hailey, including a stop at the Community Campus. Hailey has an annual contract for services with Mountain Rides, and partially subsidizes its operations. Mountain Rides also receives federal grants for ongoing operations costs and capital purchases and has pledged three bus shelters as assistance for this project.

The Blaine County School District has identified eight Safety Busing Routes in the Woodside subdivision that provide service to 607 students at 54 different stops on Woodside Boulevard. This project would allow the school district to consider consolidating some of these stops on Woodside Boulevard or eliminating stops on adjacent unsafe streets. This project will correct these routes by providing safe pickup points along Woodside Blvd that don't currently exist.

The Idaho Transportation Department (ITD) has completed an EIS of the Highway 75 route through Blaine County and received the Record of Decision in 2008. This study recommends a traffic signal at the Woodside Boulevard and Hwy 75 intersection to improve the Level of Service (LOS) from F to A. ITD, while not able to provide direct funding, has committed to providing the design review and inspection assistance to install this traffic signal.

Because the traffic signal is actually outside the city limits in Blaine County we have received support from the Blaine County Commissioners for this project.

E. Project Readiness and NEPA

As Woodside Boulevard has been identified in the City of Hailey Transportation Master Plan as the number one priority replacement project preliminary survey work is being contracted. As shown in the project schedule funding from this grant would allow construction to begin in May 2011. It is anticipated that this project would require construction over a two year period. With a favorable grant award the City of Hailey would begin neighborhood meetings ahead of funding to present preliminary plans and advise the community of the coming project. A citizen survey completed in 2009 ranked the reconstruction of Woodside Boulevard as one of the top three public works projects.

The *Woodside Boulevard Complete Streets Initiative* was selected for its ability to create positive social, safety and economic impacts with minimal adverse impacts to the natural environment. This project meets the requirements for a NEPA Categorical Exclusion. The proposed traffic signal at Woodside Boulevard and Highway 75 is included in the ITD EIS for Highway 75 which received a Record of Decision on August 13, 2008. Hailey will begin a review early in the design of the traffic signal to identify any changes to the EIS approved document and obtain the necessary approvals through a NEPA process.

F. Federal Wage Rate Certification

The City of Hailey will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal Wage Rate Requirements). A signed certification is included in Appendix D.

G. Changes to Pre-application

There has been a change from the Pre-application for this TIGER II grant to increase the requested funding from $2.6 million to $3.5 million. Simultaneously, Hailey is increasing its share of the grant funding from $600,000 to $910,000, which includes staff in-kind labor costs of $110,000. This increases Hailey's matching funding slightly from 20% to 20.6%.

This revision is the result of completing a more thorough cost estimate of the project. The initial cost estimate was based on estimates in the 2007 Transportation Master Plan along with additional costs for the traffic signal and roundabout. In addition, the design of the street has been revised from the plan to include all the Complete Streets criteria which has increased the project costs.

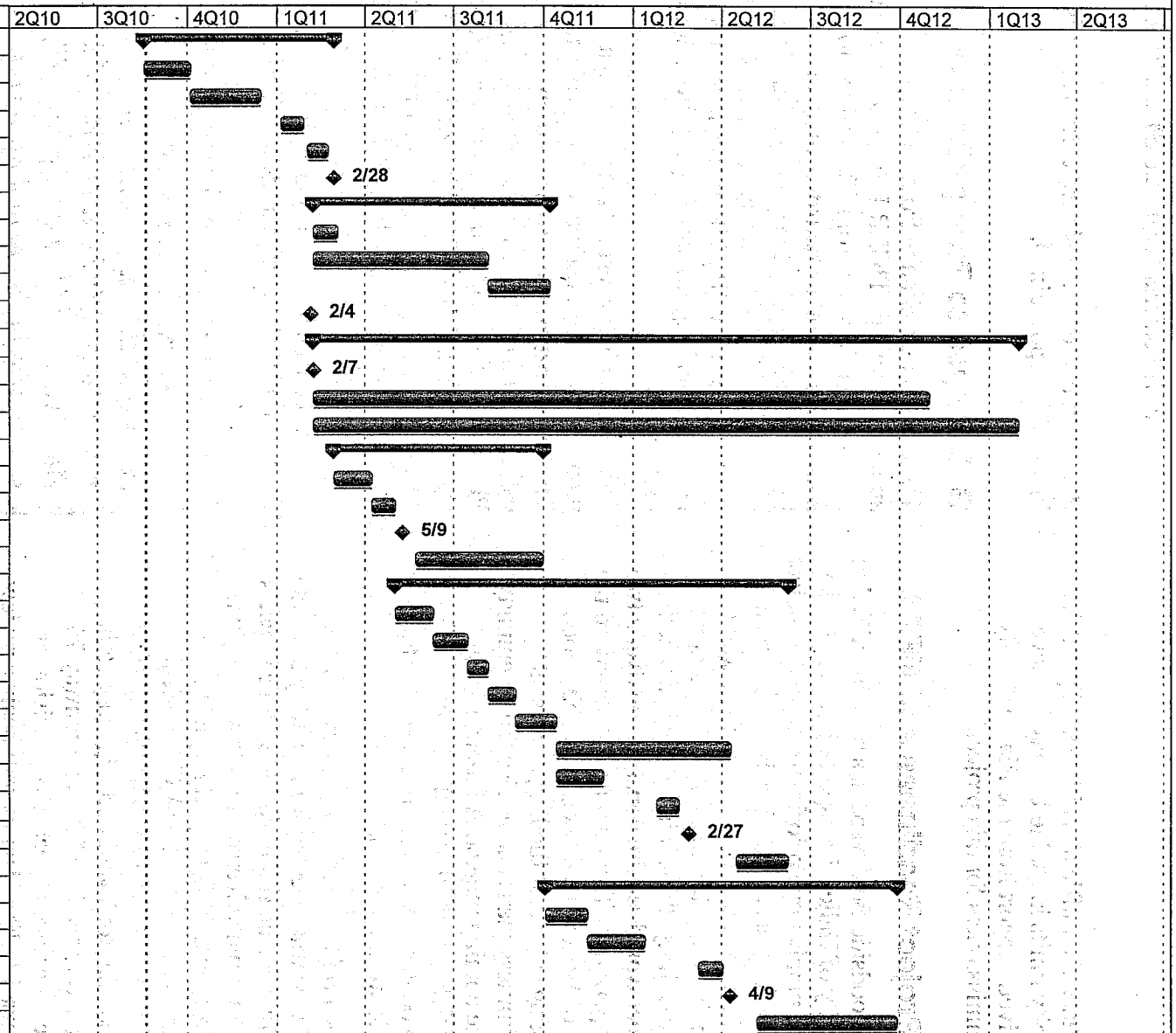
The new cost estimate for this project is $4.41 million, up from the original $3.2 million.

Woodside business owner addressed the city council to request a traffic light at Woodside Boulevard and State Highway 75, saying traffic is backed up by a new traffic light one mile to the north all the way south to the city of Bellevue. Business owners and their customers are unable to gain access to the highway from the light industrial development at the south end of Woodside Boulevard.

City Council Meeting March 10 and 24, 2008

Woodside Boulevard Complete Streets Initiative
Project Schedule
August 2010

ID	Task Name
1	**1 Preliminary Engineering**
2	1.1 Issue RFQ / Select Consultant
3	1.2 Survey/Design/Cost Estimates
4	1.3 Citizen Neighborhood Meetings
5	1.4 Revised Design
6	1.5 City Council Presentation
7	**2 Environmental Documentation**
8	2.1 Submittal for Categorical Exclusion
9	2.2 Traffic Signal NEPA Re-evaluation
10	2.3 Approval
11	***Grant Award Contract Signed***
12	**3 Project Management**
13	3.1 Kick-Off Meeting
14	3.2 Project Meetings (Bi-weekly)
15	3.3 Administration & Reporting
16	**4 North Woodside Blvd. & Roundabout**
17	4.1 Final Design Documents
18	4.2 Bidding
19	4.3 Award Construction Contract
20	4.4 Construction
21	**5 Hwy 75 & Woodside Blvd. Traffic Signal**
22	5.1 Preliminary Design
23	5.2 ITD Prelim. Design Review
24	5.3 Revised Design
25	5.4 ITD Design Approval
26	5.5 Material Procurement
27	5.6 Material Delivery
28	5.7 Construction Bid Document Preparation
29	5.8 Construction Bidding
30	5.9 Award Contract
31	5.10 Construction
32	**6 South Woodside Boulevard**
33	6.1 Additional Neighborhool Meetings
34	6.2 Final Design Documents
35	6.3 Bidding
36	6.4 Award Construction Contract
37	6.5 Construction



TIGER II Cost-Benefit Analysis

Overview

This Cost-Benefit Analysis will address the impact of the proposed $4.41 million *Woodside Boulevard Complete Streets Initiative* project with an assessment of the following items:

- An increase in property values from the desirableness of property adjacent to Complete Streets.
- Pride of home ownership in this area leading to additional home improvements.
- State of Good Repair savings in Annual Maintenance Costs.
- Savings in time, fuel and GHG emissions from the construction of a roundabout to replace an all-way stop at one intersection and a traffic signal for entering a State Highway at another intersection.
- The safety benefits of these intersection improvements, primarily the traffic signal installation.
- Improved access to a Light Industrial zone due to the traffic signal leading to increased business opportunity.
- Improved business location desirability in areas adjacent and within ¼ mile of this project.
- Increased bicycle-related economic and health benefits from the increase in bicycle friendly streets.
- Improved access to educational and employment opportunities, including by the Latino community in this area, with both improved walkability and upgrades to public transit options.

While not all of these benefits are necessarily quantifiable this analysis will show the desirability of this project. The subjective items augment the desirability of this project with the noted economic, health and environmental benefits.

Cost-Benefit Analysis Background Information

Property Value Increase & Pride of Home Ownership

Numerous studies conducted across the country have shown a direct correlation between the availability of a walkable community and an increase in property values. In a report from CEOs for Cities (www.ceosforcities.org/work/walkingthewalk) a study in Charlotte, NC found a 12% increase in similar houses in two different neighborhoods – one walkable and the other not – in the value of the house in the walkable area. A similar study in Indianapolis, IN showed an 11% increase in home values for those closer to bike paths. The accepted standard used in these studies was for homes within ½ mile of the walkable street. The Woodside subdivision is 2 ½ miles long and less than ½ mile wide meaning that every home within the subdivision is less than ¼ mile from Woodside Boulevard. The spreadsheet for this analysis will use the most recent tax values for homes in the Woodside subdivision and use a conservative 8% increase in value.

With the current decreases in home values across the country, including an average 17% decrease in home values in Hailey, improvement to home values in this area would both improve the value to mortgage ratio and pride in home ownership. While not an immediate impact, or necessarily quantifiable, home improvement projects will be likely to occur ranging from landscaping to remodels or additions. Such projects would have a long-term impact on businesses supplying the material and contractors in the area. A conservative assumption of a 0.05% increase in home values beginning in year 7 will be used.

State Of Good Repair & Sustainability

The existing condition of Woodside Boulevard is extremely poor due to a variety of reasons ranging from inadequate base material to a lack of drainage. Reconstructing this street to a Complete Streets standard would address maintaining a State of Good Repair and Sustainability in a variety of ways. Proper construction and inspection will provide for excellent base material to minimize the freeze-thaw damage to the asphalt. Using a 2 foot concrete edging/gutter will provide a solid side to eliminate the problem of asphalt raveling due to plant growth and vehicles driving off the asphalt edge. Ensuring that adequate storm water drainage facilities are in place will address the problem of standing water deteriorating the asphalt, especially in the spring during the melting of snow.

With less work required by the City of Hailey Street Department to maintain street shoulders and repair potholes this street will require less annual maintenance than other non-complete streets. Proper maintenance – chip seal projects, striping, drywell and catch basin maintenance – will still occur and are shown in the cost-benefit spreadsheet.

Time Savings & Safety Benefits From Intersection Improvements

Fox Acres & Woodside Boulevard Roundabout

The existing intersection is a three-way stop intersection with traffic approaching 6,000 AADT and a peak hour of over 750 vehicles. Anecdotal evidence and the issuing of traffic tickets at this intersection point to a disregard for obeying the stop signs in place. While a serious accident has not yet occurred here it remains a dangerous situation. A roundabout would provide a traffic calming measure and reduce any traffic accidents to sideswipes instead of a more dangerous T-bone collision. In addition, roundabouts have long been noted for capacity increases at intersections. This would lead to a decrease in waiting times, especially during peak hour traffic, fuel savings and a reduction in GHG emissions. These small benefits are not included in the analysis spreadsheet.

Highway 75 & Woodside Boulevard Traffic Signal

The south end of Woodside Boulevard enters Highway 75 where the speed limit is 55 mph. With the Light Industrial zoned area there are numerous semi-trailers and other commercial vehicles that use this intersection in addition to residents and public transit. Many of these vehicles desire to turn left necessitating crossing one lane of traffic and joining the other at high speeds. Numerous accidents have occurred at this intersection including two fatalities. As the wait times can extend into minutes frustrated drivers often conduct unsafe maneuvers. As an alternative drivers also drive over 1 mile north to a controlled intersection in order to enter the

highway safely, an unnecessary use of fuel and time. The Idaho Transportation Department (ITD) has conducted an EIS study for this highway and determined that a traffic signal at this location would improve the Level of Service (LOS) from an F to an A, lessening the delay time from 94 seconds to 7 seconds. The benefits from this traffic signal include time savings, reduced fuel use, a reduction in GHG emission and improved safety. These benefits are included in the analysis spreadsheet.

Improved Business Opportunities

A review of the Light Industrial zoned area shows a vacancy rate of 25%, both in vacant land and empty buildings available for rent. While undoubtedly some of this vacancy is due to the economic conditions a part is also due to the access problems with the highway intersection. Improving this intersection will increase the desirability of this area when economic conditions do improve. In addition, there are several Business/Limited Business Zones within the Woodside subdivision, including a long-planned upgraded athletic facility, which would become more desirable for development. Studies have shown that the improved ability of people to walk, bike or use public transit to access these areas leads to improved economic conditions and increased business activity.

Bicycle Related Benefits

While this benefit is not quantifiable its merit cannot be overlooked. Whether it is increased bicycle sales by local vendors or the enhanced health of those people biking instead of using a vehicle to make a trip there is a definite benefit. Every mile of vehicle driving not done equates to a fuel savings and GHG reduction. These benefits are of a subjective nature but are important nonetheless.

Improved Educational and Employment Access

The College of Southern Idaho (CSI) Hailey director has noted that a lack of transportation is often cited by prospective students as an obstacle to being able to attend classes. This is due to both public transit shortcomings and a lack of safe sidewalks to access bus stops.

A 2006 study in the Pittsburgh area found that a lack of adequate transportation options was the number one barrier to hiring and retaining qualified workers. Even in areas where public transit was an option over 50% of the workers stated there was not a bus stop close enough or that access to the bus stop was unsafe.

COST-BENEFIT ANALYSIS FINANCIAL ASSUMPTIONS

Project Costs

Construction Costs

$4,410,000 investment in reconstructing Woodside Blvd, $2.075 million in year 1 and $2.335 million in year 2.

Maintenance Costs

Chip seal projects, at $80,000 in current costs, would be done every 5 years beginning in year 6 to maintain the driving surface of the street.

Annual striping costs will be $10,000.

Thermo-plastic traffic markings will be installed at major intersections as a part of construction. Our experience is that these markings last an average of 7 years and then only need maintenance in a portion of the intersection. We will conservatively estimate that we will perform maintenance every 5 years at $10,000 beginning in year 6 to coincide with the chip seal work.

A conservative estimate of drywell (stormwater facilities) cleaning, street sweeping and miscellaneous annual maintenance costs of $25,000 is included.

Project Benefits

Property Values

Property value increase of 8% as the project is completed. The 8% will be added as a benefit at 2% per year for 4 years beginning at the completion of the project. This is in direct comparison to the decreases in recent years and reflects a conservative gradual increase rather than a quick boost. Property values of Woodside subdivision residential properties total $275.9 million after the recent average 17% decrease in property values in Hailey. A 2% increase per year equals $5,518,000 of annual benefit for the first 4 years. Continuing increases in home values for this area are being ignored in order to provide a conservative estimate of the benefit.

Home improvement property value increases of 0.05% per year are included for years 7 – 20. This increase in value is $137,950 per year.

Time, Fuel & GHG Reductions

The Highway 75 EIS projected a change from Level of Service F to Level of Service A with the addition of a signal at the intersection of Highway 75 and Woodside Blvd. This represents a peak hour delay reduction from 94 seconds to 7 seconds with a corresponding fuel savings of 20 gallons.

A total of 2200 peak hour vehicles were projected, up from the present traffic volume of 1980 peak hour vehicles. 20 gallons of fuel per hour/2,200 vehicles per hour = 0.00909 gallons of fuel per vehicle saved.

Averaging the present and future traffic volume and fuel savings equates to 2090 peak hour vehicles and a savings of 19 gallons of fuel per hour. We can project both the fuel savings and GHG Emission reductions. Using one-half of the peak hour traffic for the remaining 11 hours of high traffic flow is a reasonable calculation (as the traffic varies from 900 – 1300 vph) of additional fuel and GHG reductions leaving out the minimal traffic (200 vph) the remainder of the day.

Calculation:
Daily number of vehicles (workweek only): 11*1045 + 2090 = 13,585
Vehicles per year: 13,585*260 = 3,532,100
Fuel savings per year: 3,532,100*0.00909 = 32,106 gallons of fuel/year
Cost of Fuel Savings: 32,106 * $3.00/gal = $96,318/year
GHG Reduction (Using the EPA GHG Calculator): 285 Metric Tons of GHG

Using a savings of 45 seconds per vehicle is also a conservative assumption of time savings (using ½ of the delay time improvement) for people's time along with only minimum wage for a cost savings estimate.

Calculation:
Time saved: 3,532,100 vehicles per year * 45 seconds/veh * 1 hr/3600 seconds = 44,151 hours
Cost savings: 44,151 hours * $7.25/hour = $320,096/year

Year of or Since Investment Made	Expected Yearly Cost	Expected Yearly Benefit	Discount Factors for 7%	Present Value of Costs Col. 2 x Col. 4	Present Value of Benefits Col. 3 x Col. 4
1	$2,075,000	$0	0.9346	$1,939,295	$0
2	$2,335,000	$0	0.8734	$2,039,389	$0
3	$35,000	$5,934,414	0.8163	$28,571	$4,844,262
4	$35,000	$5,934,414	0.7629	$26,702	$4,527,364
5	$35,000	$5,934,414	0.713	$24,955	$4,231,237
6	$125,000	$5,934,414	0.6663	$83,288	$3,954,100
7	$35,000	$554,364	0.6227	$21,795	$345,202
8	$35,000	$554,364	0.582	$20,370	$322,640
9	$35,000	$554,364	0.5439	$19,037	$301,519
10	$35,000	$554,364	0.5083	$17,791	$281,783
11	$125,000	$554,364	0.4751	$59,388	$263,378
12	$35,000	$554,364	0.444	$15,540	$246,138
13	$35,000	$554,364	0.415	$14,525	$230,061
14	$35,000	$554,364	0.3878	$13,573	$214,982
15	$35,000	$554,364	0.3624	$12,684	$200,902
16	$125,000	$554,364	0.3387	$42,338	$187,763
17	$35,000	$554,364	0.3166	$11,081	$175,512
18	$35,000	$554,364	0.2959	$10,357	$164,036
19	$35,000	$554,364	0.2765	$9,678	$153,282
20	$35,000	$554,364	0.2584	$9,044	$143,248
	$5,310,000	$31,498,752		$4,419,396	$20,787,409

$4,410,000 investment in reconstructing Woodside Blvd	$2,075,000
$2,075,000 in year 1, $2,335,000 in year 2	$2,335,000
Chip seal projects at $80,000 in current costs done every 5 years beginning in year 6	$80,000
Thermo-plastic projects at major intersections every 5 years $10,000 beginning in year 6	$10,000
Annual striping costs of $10,000,	$10,000
Drywell cleaning, sweeping, annual miscellaneous maintenance costs	$25,000
Assessed value of Woodside subdivision residential properties	$275,900,000
Property value increase of 8% at 2% per year for 4 yrs, start in year 3	$5,518,000
Home improvement property value increases of 0.05% per year starting in year 7	$137,950
Fuel Savings at Hwy 75 & Woodside intersection due to traffic signal	$96,318
Time Savings at Hwy 75 & Woodside intersection due to traffic signal	$320,096
GHG Reduction at Hwy 75 & Woodside due to traffic signal = 285 Metric Tons	

AGENDA ITEM SUMMARY

DATE: 08/23/2010 **DEPARTMENT:** City Clerk **DEPT. HEAD SIGNATURE:** MHC

SUBJECT

Motion to approve proposal from Madeline Buckendorf for CLG grant FY 2009-2010 to write earliest settlement of Hailey which will cost $1,500 and spend the remaining budgeted amounts for this year.

AUTHORITY: ☐ ID Code ☐ IAR _____ ☐ City Ordinance/Code _____

BACKGROUND:

Upon suggestion by HHPC and approval of council earlier in the year (April 4, 2010), Madeline produced an Intensive Level Survey of the Fox House 119 E. Bullion (Land Trust Building) to assess the property's potential National Register of Historic Places (NRHP) eligibility. The cost of this survey was $3,500.

Hailey budgeted $5,000 for the CLG grant. In order to utilize the entirety of this funding, Madeline submitted two options to Hailey and the Idaho State Historical Society each costing $1,500. The HPC commission meets at the end of the month and they will formally recommend moving forward with Madeline to document the earliest settlement of Hailey.

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:
Budget Line Item # _____ YTD Line Item Balance $_____

Hailey's budget amendment will have sufficient funds appropriated in Legislature for the match.

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:

___	City Attorney	___	Clerk / Finance Director	___	Engineer	___	Mayor
___	P & Z Commission	___	Parks & Lands Board	___	Public Works	___	Other

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RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

Motion to approve proposal from Madeline Buckendorf for documenting the earliest settlement of Hailey for the remaining 2009-2010 Historic Preservation Grant funds.

FOLLOW UP NOTES:

Mary Cone

From: Ann Swanson [Ann.Swanson@ishs.idaho.gov]
Sent: Wednesday, August 11, 2010 11:20 AM
To: MADELINE BUCKENDORF; Rob Lonning
Cc: Mary Cone
Subject: RE: Proposal for remaining funds

Either project is acceptable to the SHPO. What is your priority, Rob? Ann

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From: MADELINE BUCKENDORF [mailto:madelineb@cableone.net]
Sent: Wednesday, August 11, 2010 10:10 AM
To: Rob Lonning
Cc: Ann Swanson
Subject: Proposal for remaining funds

Sorry that I have been slow getting back to you--I somehow got strep throat a few days ago. I am now feeling better.

I wanted more clarification as to what you wanted me to do with the remaining $1500. There are two options:

I could **begin** the process of collecting information from Sanborn maps, historic newspapers, and other sources to compare Main Street before and after the fires of 1883 and 1889. I don't know how much research you have already done and how much of an area could be covered. I could devote about 40-hours of research on that for $1,500, and give you a report on what I found. I would be glad to start this, but I don't think I could document all the changes that occurred after the fires.

Or, I could document the earliest settlement of Hailey, documenting the backgrounds and locations of some of the earliest settlers and their houses or property. I also have a lot of information on the development and demise of the Hailey Hot Springs area, the Hot Springs development and its relation to the early development of Hailey. I could develop a 5-10 page Historic Context Statement for $1,500.

Let me know what you wish, and I will develop a budget and proposal. I am also sending this to Ann for her comments.

Please let me know your wishes as soon as possible.

Thank you,

--
Madeline Buckendorf
208-454-3435

PROPOSAL, SCOPE OF WORK, AND BUDGET
FOR
HAILEY HISTORIC PRESERVATION COMMISSION
By Madeline Buckendorf Consulting, LLC
August 2010

Introduction

The following document is a formal proposal by Madeline Buckendorf Consulting, LLC, to conduct the following project:

Development of a Historic Context Statement for Criterion A: Exploration and Settlement of Hailey, documenting the backgrounds and locations of some of the earliest settlers and their houses, plus Hailey's relationship to early settlement and development of Croy Gulch and the Hailey Hot Springs area.

This work will be conducted for the Hailey Historic Preservation Commission (HPC).

Professional Qualifications

Madeline Buckendorf has worked for 30 years in the fields of historical research and historic preservation. She holds an M.A. in Public History and is certified as a Historic Preservation Specialist under 36 CFR 61, Appendix A, of the Code of Federal Regulations.

Madeline Buckendorf has successfully completed Historic Context Statements for over 18 Nominations to the National Register of Historic Places (NRHP), and for numerous Section 106 and 110 documents. The nominations included the Eben S. Chase House and former Rialto [Hailey] Hotel in Hailey; the former Mountain States Telephone and Telegraph Company building in Meridian, Caldwell's Steunenberg Residential Historic District, and the James Baker House in Cottonwood. She has written several Historic Context Statements, including on mining sites surrounding Baker City for the Oregon BLM, Vale District; The Naval Reactors Facility at the INL near Arco; and for Sun Valley environmental planner Will Miller on the Crystal Creek (formerly Diamond Dragon), Spring Valley, and Democrat Gulch properties in Blaine County.

Her clients include the Army Corps of Engineers, BLM, USDA National Forest, Bureau of Reclamation, Idaho Transportation Department, several city and county historic preservation commissions, engineering firms, and environmental planners in Blaine and Ada counties.

Scope of Work and Deadlines

Former historic site surveys of the Hailey area will be examined and information extracted from them, as well as from early Sanborn Fire Insurance Maps, newspapers, and other sources of historical information. The information will be compiled into a Historic Context Statement of 5-10 pages, double-spaced.

The Historic Context Statement will need to be annotated with endnotes, citing all primary and secondary historical sources used in the development of the statement. A bibliography of all sources examined will also need to be developed, along with a site map of possible historic locations of buildings and sites.

2010 Proposal for HHPC by M. Buckendorf, Page 2:

Proposal to Hailey Historic Preservation Commission, August 2010, Page 2:

Once the award is granted, the following is an estimated timetable for completing the intensive-level survey:

- **Sept 15, 2010**--a rough draft of the Historic Context Statement will be developed and turned in to the SHPO and Hailey HPC for review;

- **August 30, 2010**--final revisions to the Historic Context Statement will be made, and the completed product will be delivered to SHPO and Hailey HPC.

Project End Products

- **Three** hard copies and two electronic copies of the Historic Context Statement will be made (1 hard & electronic copy for SHPO; 2 hard & 1 electronic copy for the Hailey HPC).

Budget

The budget for both the preparation of the intensive-level survey and the National Register Nomination includes costs for the following items: research, writing, mileage, photocopies, maps, discs, and other indirect costs such as liability insurance, telephone, and supplies.

Total Cost for Historic Context Statement: $1,500.00

AGENDA ITEM SUMMARY

DATE: 9/11/2010 **DEPARTMENT:** Administration **DEPT. HEAD SIGNATURE:** HD

SUBJECT
Motion to allow Mayor Davis to sign a General Release to pay Mark Johnstone for damage costs that he incurred to his property located at 820 Deerfield as a result of repair to the City Main Water Line.

AUTHORITY: ☐ ID Code 50-1017 ☐ IAR _____ ☐ City Ordinance/Code _____

BACKGROUND:
There was a water leak under the road (May, 2010) and as a result of the repairs, Mark Johnstone's property was damaged. (sprinkler lines)

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS
Budget Line Item # 200-60-41709 YTD Line Item Balance $_____

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:

___	City Attorney	___	Clerk / Finance Director	___	Engineer	___	Mayor
___	P & Z Commission	___	Parks & Lands Board	_x_	Public Works	_X_	Administrator

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

FOLLOW UP NOTES:

GENERAL RELEASE

1. This is a General Release ("Release") given this 9th day of August, 2010 by and between Mark Johnstone ("Releasor") and the City of Hailey ("Hailey").

2. This Release, as to the subjects to which it applies, constitutes a general release as to such subjects and the parties.

3. This Release shall inure to the benefit of and be binding upon the parties hereto and their successors, assigns and agents.

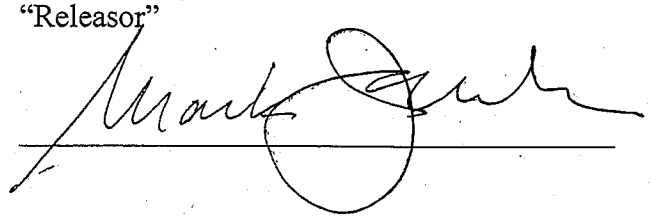
4. For the payment to Releasor of $415.26, receipt of which is hereby acknowledged, and other good and valuable consideration, Releasor agrees to hereto release and forever discharge Hailey, its legal representatives, agents, assigns and insurers, none of whom admit any liability from any and all claims, demands, damages, attorney fees, costs, actions, causes of action or lawsuits of any kind or nature whatsoever, known or unknown, which each has had or may have, or may in the future discover, relating to each and every aspect of property damage, or any matters connected thereto, no matter how remotely.

5. This Release by the parties shall not constitute any admission on their part as to any liability or responsibility, or any admission concerning the same, as to any of the subjects of this Release.

6. The parties hereby declare that the terms of this Release have been completely read and are fully understood and voluntarily accepted and that they had independent legal advice in this matter or elected to proceed herewith without the same, and that they enter into this Release without any coercion, threats or duress.

7. This document may be signed in multiple originals, and all such signed documents shall constitute one and the same document. Facsimile signatures shall be as valid as original signatures. This document shall be interpreted under the laws of the State of Idaho.

"Releasor"



_____

"HAILEY"

By_____

AGENDA ITEM SUMMARY

DATE: 8/11/10 **DEPARTMENT:** Treasurer **DEPT. HEAD SIGNATURE:** Becky Stokes

SUBJECT: Request Mayor Davis' signature on application to open an additional LGIP (Local Government Investment Pool) account for the tax proceeds from the bond. Per Idaho Code, a "Bond Fund is intended to be used primarily to achieve a proper matching of tax revenues and debt service within each Bond year.... within the meaning of Treasury Regulations Section 1.148-1(b)."

AUTHORITY: ☐ ID Code _____ ☐ IAR _____ ☐ City Ordinance/Code _____
(IFAPPLICABLE)

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED: Item Number
Pg

An LGIP account was ratified at the last City Council meeting (8/9/10) for the proceeds of the Hailey Rodeo Park bond sale. This account application is for the property tax proceeds and will be used only for the taxes collected, then paid for debt service. It is expected to be completed depleted once each year, except for a reasonable carry-over amount not to exceed the greater of one year's earnings on the Bond Fund or one-twelfth of the annual debt service on the Bonds (from the Tax Certificate for the City of Hailey General Obligation Bonds, Series 2010).

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS: Caselle #_____
Budget Line Item #_____ YTD Line Item Balance $_____
Estimated Hours Spent to Date: Estimated Completion Date: _____
Staff Contact: Becky Stokes Phone # 788-4221-X 28

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IFAPPLICABLE)

___	City Attorney	___	Clerk / Finance Director	___	Engineer	___	Building
___	Library	___	Planning	___	Fire Dept.	___	_____
___	Safety Committee	___	P & Z Commission	___	Police	___	_____
___	Streets	___	Public Works, Parks	___	Mayor	___	_____

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

Approve for Mayor to sign.

ADMINISTRATIVE COMMENTS/APPROVAL:

City Administrator _____ Dept. Head Attend Meeting (circle one) Yes No

ACTION OF THE CITY COUNCIL:
Date _____
City Clerk _____

FOLLOW-UP:

None Needed

State of Idaho
LGIP
Local Government Investment Pool

Ron G. Crane
Idaho State Treasurer
Idaho State Treasurer's Office

ADDITIONAL FUNDS APPLICATION

The completed form can be faxed, scanned and emailed or mailed to the address below.

This information is approved by this public agency's governing board (and must be signed by a member of the board, other than the contact person listed below), for the purpose of establishing an additional fund with the State Treasurer's Office, specifically the Local Government Investment Pool. The signed application authorizes the LGIP to invest funds of this agency pursuant to Idaho Codes 67-1210 and 67-1210A. Participation in the pool will remain in effect until the account opened by this application carries a zero balance. Authorization shall be indicated by an original signature on the bottom of this form. We acknowledge we have read the LGIP Investment Statement of Understanding and LGIP Investment Policy and agree to the terms and conditions stated therein, and any subsequent changes thereto. A copy of any changes to the Statement of Understanding and Investment Policy will be provided to this agency upon request.

AGENCY NAME: CITY OF HAILEY

MAILING ADDRESS: 115 MAIN ST. SOUTH SUITE H

CITY, STATE: HAILEY, ID ZIP: 83333

CONTACT NAME: BECKY STOKES + HEATHER DAWSON

PHONE: 208-788-4221 x28 FAX: 208-788-2924

E-MAIL ADDRESS: Becky.Stokes@HaileyCityHall.org x18; HeatherDawson@HaileyCityHall.org

DESIGNATED BANK NAME: MOUNTAIN WEST BANK CITY: Hailey STATE: ID

ABA TRANSIT/ROUTING NUMBER: [redacted]55 ACCOUNT NUMBER: [redacted]75

BANK PHONE NUMBER: 208/578-0449 BANK FAX NUMBER: 208 578-2371

The signature below, ***by an authorized member of this agency's governing board***, will hereby authorize the State Treasurer to initiate ***debit and credit*** entries, upon the agency's request, to and from this account in the depository financial institution named above. We acknowledge that the origination of ACH transactions to our account must comply with the provisions of the U.S. law. Applicant will include a roster of current authorized board members, on its own letterhead, with this application and will be responsible for providing the STO any future updates to this information as they occur.

This authorization is to remain in full force and effect until the State Treasurer receives notification from us of its termination in such time and in such manner as to afford the State Treasurer and depository a reasonable opportunity to act on it.

RICHARD DAVIS
NAME of Board Member:

MAYOR
TITLE of Board Member:

SIGNATURE of Board Member
(Authorized to act on behalf of above named agency)

DATE

P.O. Box 83720 • Boise, Idaho 83720-0091
Phone: (208) 332-2980 • Toll Free: 1-800-448-5447 • Fax: (208) 332-2961 • Email: LGIP@sto.idaho.gov

AGENDA ITEM SUMMARY

DATE: 08/23/2010 **DEPARTMENT:** Public Works **DEPT. HEAD SIGNATURE:**

SUBJECT:

Approval is requested for a Roadrunner 5K Special Event to be held on 09/18/10. Please see attached map/application for location and details.

AUTHORITY: ☐ ID Code _____ ☐ IAR _____ ☐ City Ordinance/Code _____
(IFAPPLICABLE)

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

Please see attached application.

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:

Budget Line Item #_____ YTD Line Item Balance $_____
Estimated Hours Spent to Date: _____ Estimated Completion Date: _____
Staff Contact: _____ Phone # _____
Comments:

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IFAPPLICABLE)

___	City Attorney	___	Clerk / Finance Director	_xx	Engineer	__xx	Building
___	Library	_xx	Planning	_xx	Fire Dept.	___	_____
___	Safety Committee	_xx	P & Z Commission	_xx	Police	___	_____
_xx	Streets	_xx	Public Works, Parks	___	Mayor	___	_____

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

Special Event Heads have reviewed and approved with recommendations.

- Must post signs marking runners ahead at the north and south end of 3rd, at 3rd & McKercher Park, at Eastridge & Quigley, at 3rd & Croy and at the north and south end of 5th unless runners will be on the bike path there.
- Signs and Banners displayed for more than 72 hrs. require a permit from the Hailey Planning & Zoning Department.
- This special event is within the Limited Residential (LR-1) zoning district. No provisions exist within the zoning code to address special events within this zoning district; however the Special Event standards address and mitigate neighborhood impacts.

FOLLOW-UP REMARKS:

DECISION

Based on the Application for a Special Event Permit for the Roadrunner 5K, the City of Hailey, pursuant to Chapter 12.14 of the Hailey Municipal Code, approves the Application and grants the Special Event Permit, subject to the following conditions:

Standard Conditions

a. The Applicant shall comply with the terms, plans, covenants and provisions of the Application, as approved or as modified by the City of Hailey.
b. The Applicant shall comply with all applicable local, state and federal laws, regulations and ordinances before, during and after the Special Event(s).
c. The Applicant shall execute an agreement, relating to the reimbursement of expenses, indemnification and other provisions immediately upon the approval of the application for the Special Events Permit.
d. In the event the Applicant fails to comply with all the conditions set forth herein, the City may revoke the Special Events Permit, in whole or in part.
e. The Applicant shall maintain in full force and effect general liability coverage during the Special Event(s) in the amount of $1,000,000, with the City of Hailey as an additional named insured.

Other Condition

a. Must post signs marking runners ahead at the north and south end of 3rd, at 3rd & McKercher Park, at Eastridge & Quigley, at 3rd & Croy and at the north and south end of 5th unless runners will be on the bike path there.
b. Signs and Banners displayed for more than 72 hrs. require a permit from the Hailey Planning & Zoning Department.
c. This special event is within the Limited Residential (LR-1) zoning district. No provisions exist within the zoning code to address special events within this zoning district; however the Special Event standards address and mitigate neighborhood impacts.

DATED this 23rd day of August, 2010

CITY OF HAILEY

By: _____
Rick Davis, its Mayor

ATTEST:

_____
Mary Cone, its City Clerk

AGREEMENT

In consideration of the granting of a special event permit by the City of Hailey ("the City") for the Roadrunner 5K that will occur on September 18, 2010 from 10:00 a.m. to 2:00 p.m., plus specified set up and teardown time, ("the Event"), and pursuant to Section 12.14 of the Hailey Municipal Code, the undersigned, as the applicant ("Applicant") of a Special Event Permit from the City for the Event, does hereby agree to reimburse the City for any costs incurred by the City in repairing damage or providing any services or materials resulting from the Event. The Applicant agrees that such costs may be deducted from a non-refundable security deposit or additional deposit as established by the City, and that if costs exceed any deposit made by the applicant, further reimbursement will be made to the City upon demand. The Applicant hereby agrees to indemnify, defend and hold harmless the City and its officers and employees, in their official and individual capacities, from any and all claims, demands, obligations, liabilities, lawsuits, judgments, attorneys' fees, costs, expenses and damages of any nature caused by or arising out of, or connected with the Event. In the event either party hereto is required to retain counsel to enforce a provision of this Agreement, or to recover damages resulting from a breach hereof, the prevailing party shall be entitled to recover from the other party all reasonable attorney's fees incurred herein or on appeal, or in bankruptcy proceedings. The Applicant agrees to comply with all the laws and ordinances of the City of Hailey, Idaho applicable to the subject matter thereof, and to conduct the Event in accordance with the terms and provisions of the application for a Special Event Permit, as approved or as modified by the City, and all conditions of the Special Event Permit. The Applicant agrees that the Special Event Permit is nontransferable and shall be conducted only for the dates and locations as approved by the City.

IN WITNESS WHEREOF, Applicant and the City have executed this Agreement on this 23rd day of August, 2010.

APPLICANT:

By: _____

_____
(please sign and print name and title, if applicable)

CITY OF HAILEY:

By: _____
Rick Davis, its Mayor

ATTEST:

_____
Mary Cone, its City Clerk

SPECIAL EVENT PERMIT APPLICATION

I. EVENT NAME: Roadrunner 5K

II. LOCATION FOR EVENT (Be specific e.g.. Hop Porter Park, all of 1st Avenue between Walnut and Pine, 115 Main St. S.):

☒ Public Property ☒ Private Property

Senior Connection - attached map of 5K run

III. EVENT SCHEDULE

Special Events are limited to four days, including set-up and tear-down days. No more than eight events per calendar year can be conducted by a single party or organization, unless a modification is granted by the City Council. **Please submit your modification requests in writing and attach to your application.**

Date(s) of Event	Hours		Estimated # of Attendees
Sept 18, 10	Start Time: 10 am	End Time: 2pm	One Hour Interval: All Day:
	Start Time:	End Time:	One Hour Interval: All Day:
Date of Set-Up			
Sept 18, 10	Start Time: 8 am	End Time: 10 am	
Date of Tear Down			
Sept 18, 10	Start Time: 2pm	End Time: 3pm	

IV. FEES

Special Event Permit Application Fee	$125	☒	125.-
Per Day Park Rental Fee	$200	☐	
Security Deposit	$500	☐	500
Tax (on park rental fees only)	6%	☐	
TOTAL DUE			625
Additional Deposit Required		☐	

JUL 20 2010

V. ORGANIZATION INFORMATION

Applicant's Name: Senior Connection Kimberly Coonis Title: Executive Director

Mailing Address: PO Box 28 Zip Code: 83333

Street Address: 721 3rd Ave South City: Hailey State: Id

Day Telephone: 208-788-3468 Evening Telephone: 208-720-3897

FAX Number: 208 578-9468 E-Mail Address: Kimberlycoonis@msn.com

Applicant Driver's License #: _____

Sponsoring Organization: Mt West Bank + Senior Connection

Non-Profit: (Yes) No Tax Exempt #: _____

Federal Tax #: _____ State Tax #: _____

VI. EVENT INFORMATION

New Event: Yes X No _____ Annual Event: Yes _____ No _____ Years Operating _____

Event Category: ☒ Commercial ☐ Noncommercial

Estimate of Gross Ticket Sales & Revenues (commercial event only): $5,000

Description of Event:
5K fun run, lunch + mini Festival to celebrate National Senior Center month + raise dollars + awareness of Senior Programs, meals on wheels etc.
Live Band Possible

Additional Details:

VII. INSURANCE REQUIREMENTS – Faxed directly to city ✓

It is the responsibility of your Special Event organizers to maintain a COMPREHENSIVE GENERAL LIABILITY insurance policy with coverage of not less than $1,000,000.00 combined single limit per occurrence. Each policy shall be written as a primary policy, not contributing with or in excess of any coverage which the City may carry. ***A certificate naming the City of Hailey, Blaine County, Idaho as additional insured shall be delivered to the City of Hailey with this application.*** The adequacy of all insurance required by these provisions shall be subject to approval by the City Clerk. Failure to maintain any insurance coverage required by this agreement shall be cause for immediate termination of the application.

Insurance Company: Oben Chain Agent Name: Dave Warbeck

Address: PO Box 269 TF, 83301 Phone: (208) 733-1076

HOLD HARMLESS CLAUSE

Permittee (organization/applicant) shall indemnify and hold harmless the City of Hailey, its agents, its employees and authorized volunteers from and against all claims, damages, losses and expenses, including attorney's fees, arising out of the permitted activity or the conduct of Permittee's operation of the event if such claim (1) is attributable to personal injury, bodily injury, disease or death, or to injury to or destruction of property, including the loss of use there from, and (2) is not caused by any negligent act or omission of willful misconduct of the City of Hailey or its employees acting within the scope of their employment.

(Attach any additional pages as needed)

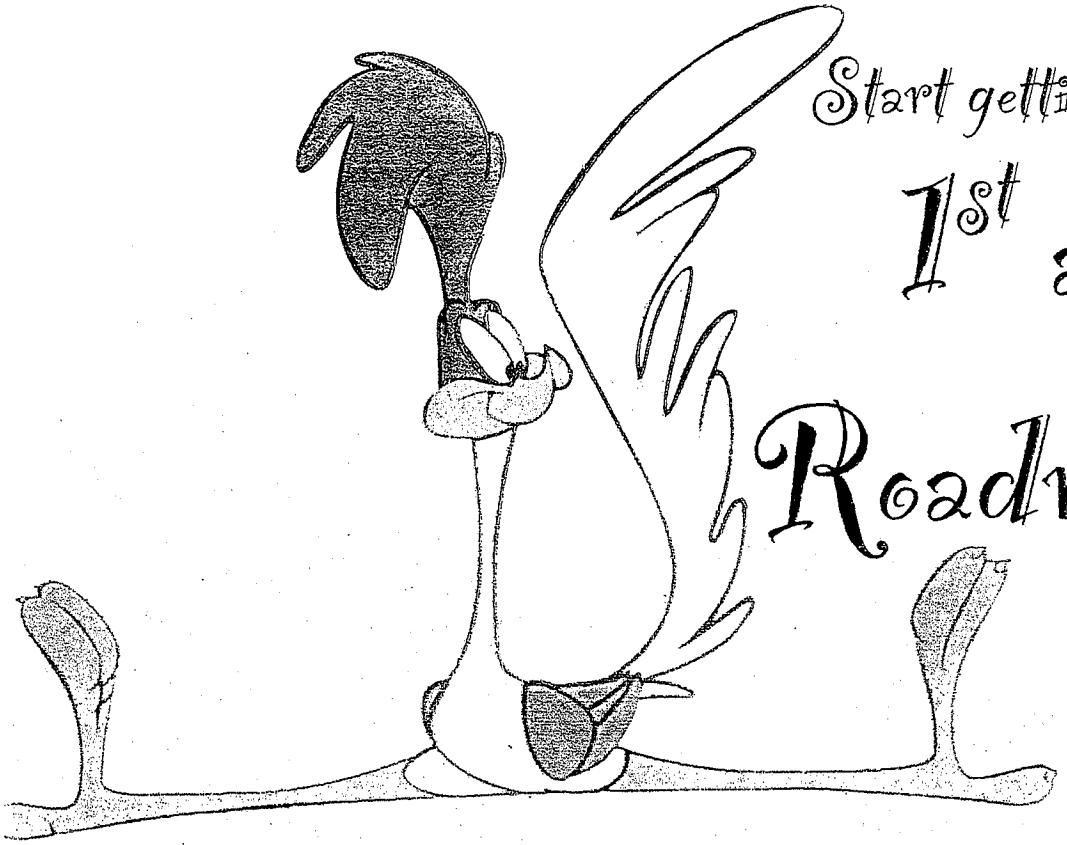
SPECIAL EVENT ACTIVITIES & CITY SERVICES REQUESTED

Your Event Organizer is responsible for providing a complete list of event activities including a list of suppliers providing services. An event logistics map is required, detailing the location for all road closures, event set up, canopies, stages, vendors, booths, and any other major services or activities planned.

Yes	No	Check all Planned Activities	Yes	No	Check all Planned Activities
	X	**Street Closures & Access / Parade** Detailed map listing areas of closure, parade route is required. An ITD permit is required for Main Street.		X	**Alcohol Served (Free of Charge)** (name of provider)
				X	**Alcohol Sold** Requires Alcohol Beverage Catering Permit (Hailey Code 5.13)
	X	**Street Closures & Access /Parade** require your Event Coordinator to notify all affected businesses, churches schools and neighborhoods	X		**Food/Beverages** will be served (List Caterers): Senior Connection
# 1		**Canopies/Tents/Membranes/Temporary Structures** (Number & Size(s) City of Hailey Fire Department, Fire Code Enforcement 10 X 10	#		**Vendors** items sold/ solicitation Blaine Co Fitness St. Lukes Mt West Bank inside Senior Connection
	X	**Medical Services** (Circle) First Aid and/or EMS Services Who is providing services?_____	#		
#	X	**Security** (detail who, number of officers, times. Attach plan)	# 12		**Booths:** Profit / Non-Profit
—	—	**Traffic Control / Shuttle Buses** (Number of buses / locations / hours of operation, attach plan.) OFF Street Parking		X	**Lighting plan:** attach plan
#	X	**Electricity / Generators** (Size _____) Attach detailed electrical plan.	X		**Activities / Entertainment** (Agenda) music Other equipment or entertainment food + Vendors
			X		**Signs or Banners:** sign permit may be required by the City Planning and Zoning Department
	X	**Water** Drinking / Washing (circle)			**Stages** (Number and Size(s)_____)
	X	**Gray Water Barrel / Grease Barrel** (circle /detail # and locations)	#		**Barricades.** How many identify locations and attach logistics map
	X	**Sanitation** -Trash bins, Dumpsters, Recycle (circle /detail # and locations) On site	#		**EVENT estimated attendance** 200
#	X	**Porta Toilets / Wash Stations** (Quantity ADA Regular) 1 Maybe otherwise Indoor	#		Number of staff working event
			#		Number of volunteers working

I hereby certify that I have read and will abide by the laws, rules and regulations set forth by the City of Hailey, Blaine County, and the State of Idaho, and in signing this application, I hereby agree that I and the organization I represent, shall hold the City of Hailey and all of its agents or employees free and blameless from any claim, liability or damage which may arise from use of City facilities or equipment, whether or not the City of Hailey, its agents or employees are jointly negligent. I further agree to promptly reimburse the City of Hailey and all of its agents for any clean up loss or damage to City property resulting from this use, as well as permitting, staffing, equipment use/rental, property use/rental, clean up, inspections involving the use of public property, public employees or public equipment for the Special Event. In the event the deposit exceeds the actual charges, the City Clerk shall refund the balance to the applicant.

Event Organizer's Signature: Kimberly L Cosmo **Date:** 7/14/10



Start getting in shape for the

1st annual Roadrunner 5K

Family Fun Run (Walk)

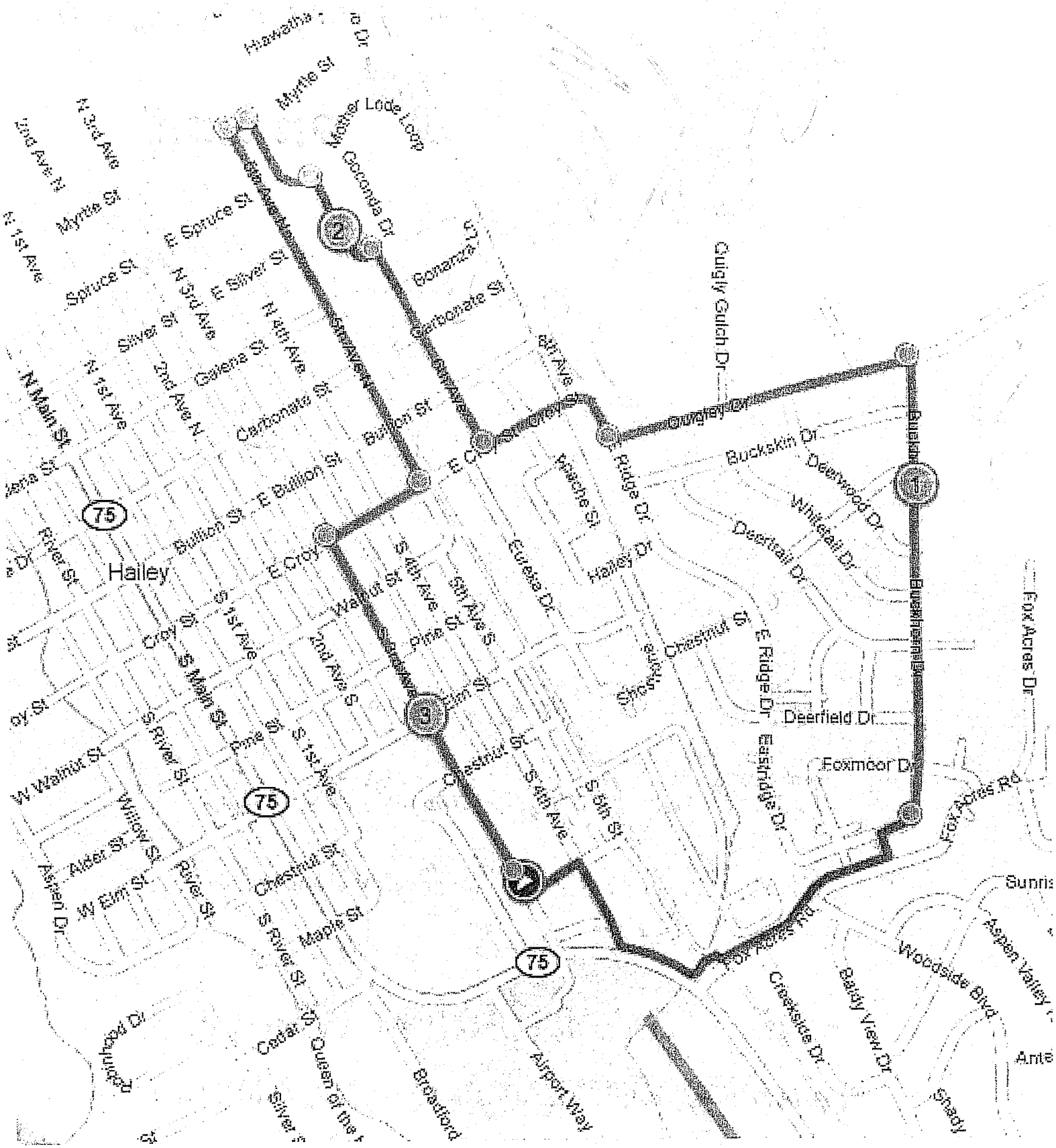
Saturday, Sept. 28th

11:00 a.m. (registration 10:30 a.m.)

Course Begins/Ends: The Senior Connection
721 3rd Ave. S. - Hailey

- All proceeds benefit Meals on Wheels -

Registration forms available at Mountain West Banks & the Center



1, 2, 3 Water Stations
runners to stay right of traffic

ACORD CERTIFICATE OF LIABILITY INSURANCE

OP ID DL

DATE (MM/DD/YYYY) 07/21/10

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER

Obenchain Insurance/Hailey
P.O. Box 269
Twin Falls ID 83301
Phone:208-733-1076 Fax:208-733-1093

CONTACT NAME:
PHONE (A/C, No, Ext):
FAX (A/C, No):
E-MAIL ADDRESS:
PRODUCER CUSTOMER ID #: BLAIN-2

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A: Cincinnati Insurance Companies	
INSURER B:	
INSURER C:	
INSURER D:	
INSURER E:	
INSURER F:	

INSURED

Blaine Cnty Senior Council,Inc
P.O. Box 28
Hailey ID 83333-0028

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	GENERAL LIABILITY X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR hired & non owned GEN'L AGGREGATE LIMIT APPLIES PER: POLICY PRO-JECT LOC	X		BINDER	09/25/10	09/25/10	EACH OCCURRENCE	$ 1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 100,000
							MED EXP (Any one person)	$ 5,000
							PERSONAL & ADV INJURY	$ 1,000,000
							GENERAL AGGREGATE	$ 2000000
							PRODUCTS - COMP/OP AGG	$ 2000000
								$
	AUTOMOBILE LIABILITY ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Ea accident)	$
							BODILY INJURY (Per person)	$
							BODILY INJURY (Per accident)	$
							PROPERTY DAMAGE (Per accident)	$
								$
								$
	UMBRELLA LIAB OCCUR EXCESS LIAB CLAIMS-MADE DEDUCTIBLE RETENTION $						EACH OCCURRENCE	$
							AGGREGATE	$
								$
								$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N N/A If yes, describe under DESCRIPTION OF OPERATIONS below						WC STATUTORY LIMITS OTHER	
							E.L. EACH ACCIDENT	$
							E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

Special Event: 5 K Fun Run to be held @ City of Hailey, September 25, 2010.
City of Hailey, Blaine County, Idaho is named as Additional Insured
as their interest may appear for this specifc event.

CERTIFICATE HOLDER

CITYH-1

City of Hailey
Trina Isaacs
Special Event Coordinator
115 Main St. S
Hailey ID 83333

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. XXXXXXXXXXXX

AUTHORIZED REPRESENTATIVE

Dave Werbeck CIC

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